The China Mail.

ESTABLISHED 845.

September 23, 1920, Temperature 76 Barometer 29.80 Rainfall 0.83 inch Humidity 91. September 23, 1919, Temperature 76

No. 18,063. 四拜禮 號二廿月九年十二ヨルチ一英 HONGKONG, THURSDAY, SEPTEMBER 23, 1920 日二十月八申庚九歲年九國民華中 PRICE $3.00 Per Month

BUSINESS NOTICES

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

CHAMBERS OF COMMERCE.

NINTH EMPIRE CONGRESS OPENED IN TORONTO.

LONDON, September 21.

The ninth congress of the chambers of commerce of the Empire has begun its sittings in Toronto under the presidency of Lord Desborough. The delegates present are from many parts. The Congress decided upon the establishment of a permanent bureau to standardize information on the Dominions' and colonial methods of valuing imports and exports.

STRIKE MENACE.

GOVERNMENT NEGOTIATIONS A FAILURE?

ATTITUDE OF OTHER UNIONS.

LONDON, September 21.

The brief official report of the miners' conference is obscure but is understood to mean that the conference endorsed the executive's strike programme. Delegates of the Railwaymen's Union held a prolonged conference to consider the threatened miners' strike but no statement regarding its decisions was issued.

A special general council meeting of the National Federation of Transport Workers, after an exhaustive discussion, unanimously passed a resolution endorsing the executive committee's action in expressing approval of the right and justice of the miners' claim and authorising the continuation of consultations through the Triple Alliance. The meeting also instructed the executive committee to recall special council meeting to report and recommend any action they might deem advisable.

A STRIKE INEVITABLE?

LONDON, September 21.

The Miners' Conference approved the executive committee's report.

LONDON, September 21.

It is stated that Mr. Smillie has informed the national conference of miners' delegates in London to-day that the executive council decided that nothing had emerged during the negotiations with the Government justifying the prevention of a strike on September 25.

THE HOMELESS IN SWEDEN.

STOCKHOLM, September 21.

Owing to the great shortage of houses thousands are homeless and are taking refuge in old schools and workhouses.

BELGIAN ROYALTY WELCOMED.

RIO JANEIRO, September 20.

The King and Queen of Belgium arrived and received a cordial welcome.

EUROPEAN PEACE.

AN ESSENTIAL ENTENTE.

LONDON, September 21.

A *Havas* message states that answering M. Millerand and Signor Gioliti, who sent a joint telegram at the conclusion of the Aix les Bains Conference, Mr. Lloyd George wired stating that he shares absolutely the conviction that the most intimate entente between France, Italy, and Great Britain is essential for the settlement of European problems and the maintenance of peace.

NIGHT OF TERROR.

REFUGEES FLEEING FROM IRISH VILLAGE.

TWO CIVILIANS KILLED.

LONDON, September 21.

Men, women, and children wheeling their belongings in perambulators are fleeing from the seaside village of Balbriggan, the famous hosiery centre, in consequence of serious disturbances throughout the night arising out of the shooting of Head Constable Burke. It is alleged that auxiliary police took reprisals and subjected the village to a night of terror, and burned down an extensive new factory, incidentally belonging to an English firm, and destroyed a whole street inhabited by working folk. Two civilians were killed and several wounded, including some refugees with bleeding hands and faces from flying glass and debris.

THIRTY HOUSES AND SHOPS BURNED.

Altogether about 30 houses and shops besides a factory were burned at Balbriggan last night. Fresh police drove through the town in lorries this afternoon discharging their rifles and throwing bombs but there were no casualties.

JOINED TO BELGIUM.

OVERWHELMING PLEBISCITE VOTE AGAINST GERMANY.

LONDON, September 21.

The *Times* correspondent at Brussels reports that flags are flying from the public buildings in the territories of Eupen and Malmedy in celebration of the decision of the Council of the League of Nations to place them under Belgian sovereignty. The Belgian Prime Minister has issued a proclamation of welcome. Eupen and Malmedy were renounced by Germany to Belgium under the Peace Treaty subject to confirmation by plebiscite. From 33,000 inhabitants only 250 declared preference for German rule.

THE DOLLAR.

To-day's closing rate 4/3½
To-day's opening rate 4/3½

FAR EASTERN CABLE NEWS.

THE RUSSIAN LEGATION.

"A DIFFICULT PROBLEM."

[BY COURTESY "HONGKONG DAILY PRESS."]

PEKING, Sept. 22.

China is at present faced with a difficult problem in relation to the Russian legation. Prince Koudacheff, who formerly expressed a desire to save China from embarrassment in connection with his position, declines to close down the legation. China is, therefore, forced to consider other measures having for their object the cessation of the present Russian Legation functioning. China hopes to place Russians in this country in the same position as non-treaty nations, depriving them of extra-territorial privileges, thereby encouraging other nations to abandon these privileges.

FRONTER DEFENCES OF MONGOLIA.

CHINA STRENGTHENING THEM.

PEKING, Sept. 22.

The report that Chang Tso-lin is moving troops towards Peking is explained by the fact that Chang Cheng-hui, the newly appointed Tuchun of Chahar, is moving one division from Fengtien to strengthen the frontier defences of Mongolia in view of the Semenoff danger.

MISERLY MILLIONAIRE.

SERVANTS' REVENGE.

ORGANISED NIGHTLY ORGIES.

During the six months' absence in Switzerland of their employers, Major and Mrs. Aderholt, who are Berlin multi-millionaires, the housekeeper and seven servants held nightly orgies in the superbly equipped rooms of the Aderholt flat. The finest wines from the major's cellar were consumed and extravagant bills were run up at the shops where the major and his wife had credit. The flat was ransacked to provide food, linen, and ornaments.

The servants were brought to trial and alleged as an excuse for their conduct the extraordinary miserliness of Mrs. Aderholt, which Major Aderholt himself largely confirmed.

Although the flat possesses four dining-rooms, the servants were frequently given only potato peelings for their breakfast. The major often shared this fare. When some of the servants, half-starving, left, the major was constantly obliged to collect the house refuse and carry it to a dust-bin in the street. He was also frequently forced to scrub the floors of the 20-roomed flat.

It also appeared that proceedings are pending against Mrs. Aderholt for trying to smuggle German notes into Switzerland to benefit by the rate of exchange.

The court took the view that the servants' orgies were an act of revenge for their mistress's inexcusable treatment and lightened the sentences accordingly.

DR. MANNIX'S MOTHER.

"PREPOSTEROUS IDEA."

GOVERNMENT'S OFFER TO HELP HER TO COME TO ENGLAND.

Asked in Parliament whether the Government would allow Dr. Mannix (the pro-Sinn Fein Archbishop of Melbourne) to visit Ireland to see his aged mother, the Prime Minister replied: "The answer is in negative. The Government will, however, be prepared to give every assistance to Archbishop Mannix's mother to visit him in England." (Laughter and cheers.) To a reporter who saw him at Nazareth House, Hammersmith, the Archbishop said: "The idea of my mother, who is of most advanced age, visiting me in this country is preposterous. She could not possibly travel, despite every facility the British Government may be inclined to offer.

"The statement that I intended to visit Ireland for personal reasons was not authorised by me. If I go to Ireland it will be with all the freedom and liberties of a free citizen."

Dr. Mannix denied a rumour that he had been summoned to Rome by the Pope, adding: "It was my original intention to visit Rome at Christmas, and to that I still adhere."

BUSINESS NOTICES

How to Cure the Pains in Your Back.

What is needed to put a speedy end to the excruciating agonies of Kidney trouble.

There is only one way to do this and that is to get a remedy that will go right to the root of the trouble—the Kidneys and Bladder. Those awful pains in the back are caused by thousands of tiny jagged-edged crystals of uric acid which lodge in the tissues, tearing and lacerating them until they feel as though it was the work of a knife. The Kidneys should filter these tiny crystals from the blood instead of allowing them to circulate round and round the body lodging and accumulating in every convenient crevice they can find—notably the muscles and joints. Strengthen your Kidneys and they will remove this deadly poison for you. De Witt's Kidney and Bladder Pills are specially prepared to heal and strengthen the weakened Kidneys and Bladder. Here is a typical letter from Mrs. Armstrong of 5, Redditch Road, Kings Norton, which positively proves the magical efficiency of these little wonder workers. Writing on Sept. 22nd, 1914, Mrs. Armstrong says, "I suffered from terrible backache pains and from acute inflammation of the Bladder for over seven years. To attempt to do any housework was an absolute torture as I could barely stoop. At times I could hardly drag myself about for the stabbing, searing pains in the back. I tried all sorts of pills, plasters and doctors prescriptions, but none seemed to do me the least good. On a friend's advice I tried De Witt's Kidney and Bladder Pills, and the relief they gave me was almost immediate. I continued, and after taking two bottles I felt a different woman. Since that I have had no return of the pains. I feel very grateful to you for a complete and wonderful cure." Over five years later, on December 29th, 1919, Mrs. Armstrong says, "I am only too pleased to tell you that I have not had the slightest return of the complaint from which I suffered for more than seven years, since De Witt's Pills cured me."


Mrs. Armstrong.

To cure Kidney trouble of any kind you must positively get rid of the cause—the poisonous uric acid. Remember, to do this a real remedy must pass through the Kidneys and the bladder, and not through the bowels, as most kidney pills do. When you see the urine change to a muddy brick colour—a feature which distinguishes De Witt's Pills from all others—you know that they have put their healing touch on the right spot—the kidneys and the bladder.

De Witt's
Kidney & Bladder Pills

The World's Greatest Remedy for

Rheumatism.	Cystitis.	Backache.
Lumbago.	Stone.	Tired feeling.
Sciatica.	Gravel.	Most forms of
Weak Back.	Gout.	Bladder Trouble.

Sold by chemists and storekeepers throughout the world. De Witt's pills are packed in red and gold boxes printed in blue, and every genuine bottle has a red wax seal on the cork. They are sold by the leading dispensaries and storekeepers in China, but if you are unable to obtain them locally send your money to the Shang ai Dispensary, 24, Foochow Road, Shanghai.

VINDICTIVE'S EXPLOIT.

VESSEL RAISED.

STORY OF EPIC VALOUR.

All British people will hear with interest of the raising of the "Vindictive." The event crowns with success an arduous and difficult salvage undertaking; it also removes an obstruction to the navigational facilities at Ostend; but, at the same time, it recalls the daring and heroic achievements of the British seamen in their raids of two years ago, says the *Times*.

After service in various capacities during the war the "Vindictive" was selected and specially prepared for the raid which was planned in 1917 to check the enemy's activity in the Belgian coast ports. Certain other cruisers were used merely as block-ships, but the "Vindictive" was chosen to carry a storming party to land on the Mole at Zeebrugge, it being especially necessary to put the battery at the sea end of the Mole out of action before the block-ships "Thetis," "Intrepid" and "Iphigenia" entered the harbour.

The command of the "Vindictive" had been entrusted to Commander Alfred F. B. Carpenter, a navigating expert who, at the beginning of the war, had been appointed on the staff of Admiral Jellicoe in the Iron Duke, and who had been promoted to commander on June 30, 1915.

The conditions being favourable on the afternoon and evening of April 22, 1918—the eve of St. George's Day—the expedition started, numbering over 140 vessels of all kinds. It converged upon the scene of action from four points—Harwich, the Nore, Dover, and Dunkirk—and the "Vindictive," from the West Swin, the main channel from the Nore to the north, towed across the ferry-boats "Daffodil" and "Iris II." Vice-Admiral Sir Roger Keyes was in supreme command in the destroyer "Warwick."

RUSHING THE MOLE.

Four minutes before midnight the "Vindictive," having cast off the boats in tow and left them to follow her in, emerged from the "fog" and found the end of the Mole, and at 12.1 a.m., a minute beyond her programme time, she was alongside, but three minutes elapsed before the "Daffodil" arrived, and pushed her in so as to enable the special anchors to hook the parapet. This was the worst time for the "Vindictive," exposed to the searchlights and fire of the Mole batteries. Most of the landing-brows were destroyed or damaged, and among the casualties suffered were the loss of Captain H. C. Halahan and Colonel B. N. Elliot, in command of the naval and marine landing parties respectively. Her own guns, however, kept up a hot fire, although the loss among their crews was heavy.

When the brows were run out, Captain Carpenter has said that the way the men, heavily laden as they were, got over them was almost superhuman. Some three or four hundred were on the Mole within a few minutes. The demolition parties, well instructed as to their duties, went about them in perfect order, and one after another the sheds and buildings burst into flame as the exploding charges went off. After an hour the order came to recall the landing parties, and at 1.10 a.m. the "Daffodil" began to tow the "Vindictive's" bow from the Mole. She arrived at Dover seven hours later with a story which sent a responsive thrill throughout the land.

THE SECOND EXPEDITION.

It was the second expedition which resulted in the vessel being sunk at Ostend in the position from which she has now been raised. There was great eagerness to go in the "Vindictive" on this occasion, but, as Commander A. E. Godsal, of the "Brilliant," had led the attempt on April 23, he and his officers were chosen. He was unfortunately killed in the expedition, when, having placed his vessel between the piers of Ostend Harbour, he left the shelter of the conning tower for the forecastle in order to get a better view for manœuvring her into the required position.

The command devolved upon Lieutenant Victor Crutchley, who, after the vessel had grounded forward on the eastern pier and had stopped swinging, gave the order to abandon her. When the cruiser had been cleared, her officers and men being taken off by the motor launches, Lieutenant Crutchley fired the forward auxiliary charges and Engineer Lieutenant-Commander Bury the after auxiliary charges and the main charges, which blew her up. The old ship had no easy task in finding the pierheads, and, after a fruitless search in the darkness, was obliged to give the "last resort" signal to the coastal motor-boats, which promptly lit a million candle-power flare close inshore.

Much has been written on these two undertakings, but nothing can adequately express the skill and resource, coolness and courage, and patient heroism of all who took part. As the Admiralty said in their General Order to the Fleet, "the disciplined daring and singular contempt of death places this exploit high in the annals of the Royal Navy and Royal Marines and will be a proud memory for the relatives of those who fell." It will for ever fill a glorious page in our history.

Four New Launches are under construction for the "WAILA" Fleet.

KRUPP'S INVENTIONS.

BRITISH PATENT RIGHTS.

A correspondent of the *Times*, describing a visit to the Patent Office, writes:—In the oak cabinet in the library the name of Krupp Akt.Ges., F., appears on nearly 10 index cards, which record over 100 applications—made in the month of July alone—for patents in respect of many inventions and devices. Singularly enough, many of these applications are for patents connected with engines of war. Of course, the applications may not be granted. In any case some months must elapse before the examining officials of the Patent Office find time to investigate them.

No. 180,014 is in respect of a gun with railway gun-carriage, and there are others of a similar nature. No. 18,029 relates to foundations for guns with wheeled gun-carriages; others have reference to a turn-table for railway guns, recoil guns, percussion fuses for projectiles, pivot guns, sighting devices, testing electrical gyroscopic firing, apparatus for compensation of error in the traverse of guns, slow combustion fuses for projectiles, fire control, telescopes and periscopes, and projectiles with copper driving bands.

ENGINEERING TRAINING OF EX-SERVICE MEN.

The falling-off in the demand for the training of unskilled labour in machine and other operations which the end of the year 1918 inaugurated, did not cause any slackening in the workshop training work demanded from Loughborough Technical College the place of the original class of trainees being taken by discharged soldiers. These men were sent to the college by the Ministry of Labour to receive courses of instruction such as to render them fit to take their place in industry. There are now some 400 of these ex-service men taking courses in carpentry, oxy-acetylene welding, gauge-making, &c., the courses normally extending to eighteen months. Part of the college is now known as the Instructional Factory, and is run as far as possible on factory lines. The work on which the trainees are engaged is as before, of a commercial nature undertaken on contract for outside firms.

It will be understood that these discharged soldiers do not constitute the students proper of the college. It is not intended to give them other than a vocational training, and they do not fall within the normal scheme of technical education which ultimately must become the only, or at least the main, activity of the college. They represent a temporary class owing its existence to the war and which must ultimately become extinct. In passing, however, it is well to note that the conditions at Loughborough are unusually favourable for the training of these men. Being engaged in an educational institution of which training is the *raison d'etre* they can expect, and can receive, more pure teaching than would be at all possible in a commercial firm. At the same time, however, they are not engaged on the manufacture of useless trophies for college museum, or similar non-productive confections. They are trained on, and are engaged in, making definite articles of commerce which are to go into the market and for the manufacture of which the college has entered into a contract.

In the stage to which the Instructional Factory has now developed it is organised throughout as far as possible to represent a commercial firm. A drawing office and estimating department are included, and contracts are carried out from the preparation of the drawings through the making of any necessary tools, jigs and castings, to the machining, assembling and testing of the complete article. The works departments include pattern and carpenters' shops, foundry, forge, general machine shop, automatic shop, heavy lathe shop, milling and grinding departments, gauge shop, tool-room, oxy-acetylene and electric welding shop, heat-treatment laboratory and heat engine testing and research laboratories. Some of these departments are naturally outside the sphere of a training scheme for discharged soldiers, but have their natural place in the curriculum of the college proper.—*Engineering.*

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shares, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Also used
Bentley's
A B C 4th & 5th Editions.
A 1 Cypher Code.

Telegraphic Address
"ENTERPRISE" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned.)
on

FRIDAY,

September 24, 1920, at 12 Noon,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

One Harley Davidson Motor Cycle,

7—9— H. P. designed for side car. New Tyres, all accessories. Thorough running order.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 17, 1920.

(FOR ACCOUNT OF THE CONCERNED).
on

FRIDAY,

September 24, 1920, at 12 Noon,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

One Reading Standard Motor Cycle,

16 H. P. electrically equipped and all accessories,
(very little used) and in good running order.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 18, 1920.

THE Undersigned have received instructions From M. F. C. KOCH, Esq., to sell by Public Auction,
on

FRIDAY,

September 24, 1920, at 2.30 p.m.,
at 2 Belvedere No. 10,
Broadwood Road.

THE WHOLE OF THE
Valuable Household Furniture,
&c., &c., &c.
therein contained.

Comprising:—

Hallstand, Side-Tables, &c., Chester-Sofas and Armchairs with Spare Covers, Blackwood Desk, Cabinets, Stands, &c., Engravings and Pictures, Carpets and Rugs, Curtains, &c., Dining Room Suite, Carpets and Rugs, Wall Plates, and Several lots Chinese Porcelain, Dinner Service, Crockery and Glass Ware, Large Brass Bedsteads and Cots, Wardrobes, Toilet Tables, Washstands, Desk, &c., by well-known local makers (good as new) Brass Fenders and Scuttles, Pantry and Kitchen Utensils including Enamelled Bath, Electric Ceiling and Table Fans, Pot Plants,
&c., &c., &c.
(Full Particulars from Catalogue).

Terms:—Cash.
On view day of sale.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 15, 1920.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

TUESDAY,

September 28, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

A Small Consignment of
WHITE GOODS, &c., &c.,
Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Doilies, Table Cloths, Linen Damask Serviettes,

Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And

Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 23, 1920.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS,
$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

FOR SALE.

FOR SALE—LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to:—LINSTEAD & DAVIS, Alexandra Buildings, Hongkong.

TO LET.

TO LET.—During October, NEW THREE ROOMED EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by Rickshaw from Hongkong Ferry, and five minutes walk from Yaumati Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchens, baths and servants rooms or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CARR CLARK, Architect & Surveyor, 14, Queen's Road Central.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

TUESDAY,

September 28, 1920, commencing at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS, TEAKWOOD TWIN BEDSTEAD AND BRASS-MOUNTED BEDSTEADS, CARPETS,
&c., &c., &c.

comprising:—

Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand,

Also

Three American Ice Chests,
1 Ricsha, &c.

And

One 12-bore Hammerless Gun with Case, Oliver Typewriter.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, September 22, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction,
on

MONDAY,

the 18th October, 1920, at 10.30 a.m., within the Camber, at Naval Depot, Kowloon,

H.M.S. "SANDPIPER,"

Length between perpendiculars 100 ft.
Breadth, extreme ..... 20 „
Depth in hold { Flat Keel to upper side of Upper Deck planking amidships } 5 „ 9 in
Tonnage according to British Rules { Nett / Gross } not measured
Nominal Displacement ..... 85 tons
At mean draft of ..... 2 ft.
Present mean draft ..... 2 ft. 0½ in.
Built { Where ..... Hongkong / When ..... 1898 / By Whom ..... In Sections by Yarrow & Co.
Materials of Construction:—
Wood...Deck Sheathing, Fittings in Cabins, Messes, &c.
Iron...Deck Fittings, &c.
Steel...Hull, Bulkhead, Fittings, &c.
Decks, names of:—
Main, Hold and Battery Decks.
Armour:—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with Full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, September 14, 1920.

INTIMATIONS

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS
will be held on
THURSDAY, 30th Sept., FRIDAY, 1st October, at 4.30 P.M.
and on
SATURDAY, 2nd October, at 4.30 P.M.

ENTRY FORMS can be had from SECRETARIES of CLUBS or on application to the undersigned. Entries CLOSE on MONDAY, the 27th instant and will not be accepted unless accompanied by Entrance Fees to

R. C. MITCHELL,
Hon. Secretary.

Hongkong, September 22, 1920.

KOWLOON-CANTON RAILWAY.

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that the AFTERNOON UP EXPRESS TRAIN to CANTON at present advertised to leave KOWLOON at 3.00 P.M. will, on and after THURSDAY, September 23rd and until further notice, leave at 2.15 P.M. Last Ferry 4.55 P.M.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, September 22, 1920.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices at Noon, on SATURDAY, the 25th inst. 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th instant, both days inclusive.

DOUGLAS LAPRAIK & Co.
General Managers.

Hongkong, September 9, 1920.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th October, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th prox.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.

Hongkong, September 22, 1920.

HONGKONG HOTEL GARAGE.

WE BEG TO NOTIFY our Patrons that we are inaugurating the above as from 1st October, 1920.

We aspire to render First Class Service at reasonable rates.

HONGKONG HOTEL CO., LTD.
J. H. TAGGART,
Manager.

Hongkong, Sept. 18, 1920.

WISEMAN, LTD.

DINNER DANCE

on

MONDAY, Sept. 27th.

DINNER and DANCE $2.00
DANCING ONLY. $1.50

D. M. GOODALL,
Manager.

MARKET PRODUCE IN HONGKONG.

PROXIMATE RETAIL PRICES.

September 22nd, 1920.

Butcher Meat.

	Cts.
Beef Steak,—Mei Lam Pi ... lb.	19
„ Prime Cut ... „	21
„ Corned,—Ham Ngau Yuk ... „	20
„ Roast,—Shiu ... „	19
„ Bread,—Ngau Nam ... „	16
„ Soup,—Tung Yuk ... „	16
„ Block,—Ngau Yuk Pa ... „	19
„ Shank Sinew,—Ngau Lan ... „	28
„ Sausage,—Ngau Cheung ... „	25
Bullock's Brains,—Niau No per set	10
„ Tongue, fresh,—Ngau Li each	50
„ Tongue, corned,—Ham Ngau Li each	60 cents.
„ Head,—Ngau Tau ... each	60
„ Heart,—Ngau Sam ... lb.	13
„ Hump,—Ngau Kiu ... „	18
„ Feet,—Ngau Keuk ... each	10
„ Kidneys,—Ngau Yiu ... „	9
„ „ —Ngau Mei ... „	15
„ Liver,—Ngau Kon ... lb.	13
„ Tripe (undressed),—Ngau To lb.	5
Calves' Head and Feet,—Ngau-tau-tau-keuk ... set	$1.00
Mutton Chop,—Yeung Pei Kwai lb.	32
„ Leg,—Yeung Pei ... „	32
„ Shoulder,—Yeung Shan ... „	28
„ Saddle,—Yeung On Yuk ... „	28
Pig's Chitlings,—Chu Chong ... „	25
„ Brains,—Chu Ne ... per set	2
„ Feet,—Chu Keuk ... lb.	18
„ Fry,—Chu Chap ... „	18
„ Head,—Chu Tau ... „	15
„ Heart,—Chu Sam ... each	10
„ Kidneys,—Chu Yiu ... each	8
„ Liver,—Chu Kon ... lb.	30
Pork Chop,—Chu Pei Kwai ... „	26
„ Leg,—Chu Pei ... „	30
„ Loin,—Chu Hau Tun ... „	25
„ Fat or Lard,—Chu Yau ... „	24
Sheep's Head and Feet,—Yeung Tau-Keuk ... set	70
„ Heart,—Yeung Sam ... each	10
„ Kidneys,—Yeung Yiu each	12
„ Liver,—Yeung Kon ... lb.	32
Sucking Pigs, to order,—Chu Tsai „	24
Suet, Beef,—Shang Ngau Yau ... „	19
„ Mutton,—Shang Yeung Yau „	32
Veal,—Ngau Tsai Yuk ... „	20
Sausages,—Ngau Tsai Cheung No. 1 ... lb.	28

Fish.

	Cts.
Barbel,—Ka Yu ... lb.	20
Bream,—Pin Yu ... „	28
Canton Fresh Water Fish,—Hoi Sin Yu „	24
Chub,—Li Yu ... „	25
Catfish,—Chik Yu ... „	20
Codfish,—Mun Yu ... „	24
Crab,—Hai ... „	42
Cuttle Fish,—Muk Yu ... „	16
Dab,—Sha Mang Yu ... „	42
Dace,—Wong Mei Lap ... „	14
Dog Fish,—Tit To Sha ... „	12
Eels, Conger,—Hoi Man ... „	16
„ Fresh water,—Tam Shui Yu „	24
„ Yellow,—Wong Shu ... „	26
Frogs,—Tin Kai ... „	30
Garoupa,—Shak Pan ... „	48
Gudgeon,—Pak Kap Yu ... „	16
Herrings,—Tso Pak ... „	28
Halibut,—Chang Kwan Kap ... „	24
Labrus,—Wong Fa Yu ... „	30
Lonch,—Wu Yu ... „	34
Lobsters,—Lung Ha ... „	40
Mackerel,—Chi Yu ... „	16
Monk Fish,—Mong Yu ... „	32
Mullet,—Tsai Yu ... „	16
Oysters,—Shang Ho ... „	24
Parrot Fish,—Kai Kung Yu ... „	21
Perch,—Tsz Lo ... „	28
Pike,—Fa Pau Fong ... „	16
Plaice,—Pau Yu ... „	20
Pomfret, Black,—Hak Chong ... „	32
Pomfret, White,—Pak Chong ... „	40
Prawns,—Ming Ha ... „	40
Ray,—Pai Pa Sha ... „	16
Rock Fish,—Shek Kau Kung ... „	24
Roach,—Chun Yu ... „	32
Salmon,—Ma Yau ... „	48
Shark,—Sha Yu ... „	12
Skate,—Po Yu ... „	16
Shrimps,—Ha ... „	32
Snapper,—Lap Yu ... „	38
Soles,—Tai Sha Yu ... „	30
Tench,—Wan Yu ... „	20
Turbot,—Tso Han Yu ... „	20
Turtles, small, fresh water,—Kuk Yu „	90

Poultry.

	Cts.
Chicken,—Kai Tsai ... lb.	34
Capons, Small,—Sin Kai ... „	33
Capons, Large,—Sin Kai ... „	33
Duck,—Ap ... „	26
Pigeons,—Pak Kap ... „	—
Eggs, Hen,—Kai Tan (cooking) per doz.	23
Eggs, Hen,—Kai Tan (fresh) ... per doz.	35
Fowls, Canton,—Kai ... lb.	40
Fowls, Fukien,—Hoi Nam Kai „	—
Geese,—Ngo ... „	28
Pigeons, Canton,—Pak Kap ... each	35
„ Bolhow,—Hoi Har Pak Kap each	—
Turkeys, Cock,—Fo Kai Kung lb.	65
Turkeys, Hen,—Fo Kai Na ... „	50
Snipe,—Sha Tsui ... each	—
Pheasant,—Shan Kai ... „	—
Quail,—On Chun ... „	—
Partridge,—Cha Ku ... „	—

Fruits.

	Cts.
Almonds,—Hang Yan ... lb.	40
Apples, (California),—Kam Shan Ping Ko „	20
Bananas, (bride's), Macao,—San Heung Chiu „	7 / 4
Carambola,—Yeung To ... „	12
Cocoanuts,—Ye Tse ... each	10
Lemons, China,—Ling Mung ... lb.	6
Lemons, (America),—Kam Shan Ling Mung ... each	6
Lichees, Dried, (small stone),—Lai Chi Kon lb.	22
Oranges, (Canton), Sweet—Shan-shang Tim Chang lb.	
Oranges, Tim Chang ... „	
Pears, (Canton), Cooking,—Sha Li „	14
Peanuts,—Fa Shang ... „	12
Persimmons, Large,—Hung Tse „	10
Plantain,—Tai Chiu ... „	4
Pumelo, Sham,—Tsim Lo Yau ... each	12
Walnuts,—Hop To ... lb.	24
Grapes,—Po Tai Tsz ... „	28

Vegetables, &c.

	Cts.
Artichokes,—Ah Chi Cheuk ... each	
Beans, Sprout,—Ngo Tso ... lb.	4
„ Long,—Tau Kok ... „	10
Beet Root,—Hung Tsai Tau ... „	2 each
Bitter Squash,—Fu Kwa ... „	12
Brinjals, Green,—Ching Yan Kwa „	4
„ Red,—Hung Kee ... „	5
Cabbage Chinese, (common),—Kai Tsoi „	6
„ (Shanghai)—Ye Tsoi ... „	12
Cane Shoots, bunch,—Kau Shun „	5
Cauliflower (Large),—Ye Tsoi Fa each	—
„ (Medium), „ „	—
„ (Small), „ „	—
Carrots,—Kam Shun ... lb.	20
Celery Chinese,—Tong Kan Tsoi „	16
Chillies, Dried,—Kon Lat Chiu „	25
„ Red,—Hung Fa Chiu ... „	25
„ Green,—Ching Tai Chiu „	15
Curry Stuff, English,—Ka Li Chu Fan lb.	10
Cucumbers,—Ching Kwa ... each	2
Garlic,—Sun Tau ... lb.	5
Ginger, young,—Sun Tse Keung „	5
Ginger, old,—Lo Keung ... „	6
Horseradish, Shanghai,—Lik Kan „	20
Indian Corn,—Shuk Mai ... each	6
Lettuce,—Yeung Shang Tsoi ... lb.	12
Water Chestnuts,—Ma Tai ... lb.	7
„ Mandarin,—Kwai Lam Ma Tai ... „	10
Mushrooms, Fresh,—Shang Tso Ku lb.	25
Okroes ... lb.	10
Onions, Bombay,—Yeung Chung Tau lb.	8
Onions, Green,—Shang Chung lb.	5
Onions, Shanghai,—Sheung-hoi Chung Tau „	5
Parsley,—Kun Tsoi ... „	80
Potato, Sweet,—Fan Shu ... „	3
„ Japanese,—Yat Pun Shu Tsai lb.	
„ American,—Fa Ki Shu Tsai lb.	
Pumpkin,—Tung Kwa ... lb.	5
Radish,—Hung Lo Pak Tsai „	5
Rhubarb (Fresh),—Tai Wong ... „	10
Shallots,—Kong Chong Tau ... „	6
Spinach,—Yin Tsoi ... „	5
Tomatoes,—Fan Ka ... „	8
Taro,—Wu Tau ... „	6
Turnips, Punti, (Long),—Lo Pak „	5
Vegetable Marrow,—Tait Kwa ... „	3
Water Cress,—Sai Yeung Tsoi ... „	15
„ Lily root,—Lin Ngau ... „	6
Yams,—Tai Shu ... „	5

MOTOR-CAR ENGINE SUSPENSIONS.

One of the cases of breakage which gave a great deal of trouble in certain makes of vehicle occurred in connection with the arms used for supporting the engine and gear-box. The methods adopted for carrying these parts in the different makes vary a great deal. The main division is that in some cases the unit is carried on four points and in some on three. Further variations are that in some cases there is a sub-frame carrying the engine and gear-box and in others there are arms right across the main frame. These arms again may be either cast on the unit or may be separate. Trouble was usually found with those vehicles in which the engine and gear-box units were carried on four-point suspension and the arms were cast on the unit. The trouble appeared to be entirely due to the twisting of the frame.

There was very little trouble with the light cars, and breakages were practically confined to the heavy lorries. The ordinary type of pressed or channel steel frame can be made very fairly rigid vertically and horizontally, but has relatively little resistance to torsion. Tubular cross members are used in many cases to stiffen them in this direction and in the lighter cars have a very considerable effect, but in the lorries it appears to be impracticable to make them large enough to be effective. The result is that on uneven ground the frames twist to a considerable extent. An experiment was tried on a lorry in France which demonstrates this. Two of the holding-down bolts of the engine were slacked back and one of the front wheels was jacked up. When it was raised 9in., one of the engine arms had left the support over ⅛in. Obviously, therefore, if the bolts were tight either the engine arms or the supports would have to spring this amount and the stress on the arms necessary to make them do so must be very heavy. Even when the difference of level of two front wheels was much less than 9in., there would be considerable stress.

The obvious remedy is to put all units on a three-point suspension so that they are not affected by the torsion of the frame. This is almost the universal practice in America, both for heavy and light vehicles, and it is to be hoped that it will soon be universal in this country.—*Engineering.*

NOTICES.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, SEPT. 23, 1920.

AT A VALUATION.

"It is of no earthly use to me, but it is mine, and because it is mine, I will fight and die sooner than lose it." Such an attitude might be debatable as regards its commonsense, but it is understandable. The man fights, not for the value of the thing at stake, but for a principle—the principle of ownership.

Does this excuse the attitude of part of the Press at Home towards the recent manifestations of the power of Labour in politics? Is "the constitution" something that must be defended to the last gasp, either for its value, or for principle?

Let us try to examine this without prejudice as far as is humanly possible. Let us use the brains God made for use, and eschew merely partisan cries. We who are English are easily influenced, and strongly moved, by such remarks as *The Times* makes, about our racial abhorrence of tyranny in any shape. We actually believe that we do hate it, though our opposition has been of late neither consistent nor persistent enough to permit some of us who mean what we say—

We must be free
Or die
Who speak the tongue
That Shakspere spoke.

We tremble as we mouth those noble words. We thrill. We feel—oh, so very English. We think of the kings we have humbled, the crowd we have brought low, because they infringed upon this our last principle. So precious is freedom to us, as an ideal, that we have spent much blood and treasure on allowing it on others.

Our devotion has not staled. Our breed has not died out. We are not wholly unworthy heirs of glorious sires. How is it that we find things like "Dora," so long after its excuse has departed? Why do we submit to bureaucratic ways modelled on the Prussian? Is it not because, though our hearts are still sound, our heads are not? We are more easily diddled by bluffage than our forebears were. Moral vigilance is the price of liberty, and we have relaxed our grace. Little by little ours has grown the Servile State, and we do not notice it. Or we content ourselves with idle yearning like Haydn Coffin's "Greek Slave:"

Let me be free.
'Tis all and more than life to me,
I sigh, as sigh the blind to see,
Let me be free.

That may do in the case of a Greek slave, but an Englishman ought to be a size bigger than such sighs. Freedom's battle, "bequeathed by bleeding sire to son," as Byron sang, implies a son who does not faint at the sight of blood. It certainly cannot conscript the shirkers who are too intellectually lazy to perceive the shackle-makers at work, or to take the trouble to take their tools away from them.

Hope, for a season, bids the land farewell,
And Freedom shrieks, when Yellow Journals yell.

Careless freemen may be the worst of slaves—morally much lower than slaves, for they are traitors to the most glorious tradition of a folk free born, that it is their first and most sacred duty to transmit that freedom to their children. It is a trust. If we fail in it, we are like the vile creature who lets the enemy into a beleaguered fortress.

The Times reminds us that we should no more tolerate tyranny from a Labour "Committee of National Security" than we should from an unconstitutional Sovereign. We see what it is getting at, and we are obliged to ask ourselves, seriously, if recent Labour doings have amounted to tyranny. If we answer yes, we must fight it. "The constitutionally expressed will of the majority should prevail," says *The Times*. For "will of the majority" is something that experience has taught us to accept as the true and only possible expression of our constitution; but perhaps there is a little room for debate about the "constitutional" expression of it. As a practical proposition, might we not claim that *any* effective demonstration of it should be and would be constitutional? The soul of the constitution itself, which is an elastic and unwritten one, is the will of the majority. If it isn't, what business has it to exist? It sometimes looks as if a minority would like to thwart the majority by binding it down to some undefined constitutionality, as *The Times* now does. Who stole Shakspere's purse stole trash. He said so himself. This looks as if the Elizabethan drama did not pay well. It means for a certainty that his purse held so little that he did not mind very much the losing of it. But his good name—ah! that was different. Who robbed him of that was not enriched, but left him poor, indeed. He would fight for it. If we could get some of these newspaper fellows to "clear their minds of cant" we might persuade them that the "will of the majority" is the "good name," and the constitutional procedure on which they set such store may be the wankle purse, the "trash."

Any "constitutional practice" which, sequaciously adhered to, thwarts the will of the majority, is *ipso facto* unconstitutional. Its reason for being has gone.

The most conspicuous thing that the Labour Party has done lately was to stop the war with Russia that was being bureaucratically (and "constitutionally") contrived. They did it unconstitutionally, by threats. *The Times* would call this tyranny. But is it possible that we can tyrannise ourselves? The majority did not want war with Russia, or with anybody. Yet a minority would have prevailed, but for the tyranny, the unconstitutional tyranny, of the majority.

It was unconstitutional to behead King Charles, and it was unconstitutional to bring in William. It was unconstitutional of the barons to bully King John at Running Mead, yet some of us are rather pleased they did. *The Times* itself, especially during the war, when it was making and unmaking Premiers, was setting up an unconstitutional government, government by the Press, the newest form of tyranny. Who are the Pressmen that they should dictate, and pontificate, and bully?

The dear old *Westminster Gazette* joined in these parrot cries of unconstitutionality; but it was shrewd enough to note that it is necessary to recognise "that the step taken by Labour is only one stage in the playing fast and loose with constitutional practice *in which the Executive itself has played a leading part.*"

Sure. Nothing surer. We fought and won the Great War on unconstitutional lines. "military necessity" making "constitutional practice" join the State Church on the back seat provided for it. Now—just as an academic postulate—may we not say that the need of commonsense is at least as valid an excuse as "military necessity"?

The present Gang (Home Government) poses as constitutional. In some ways it is constitutional. It is quite constitutional to retain Churchill as War Minister after all his lies and intrigues, and quite constitutional to give Herbert Samuel a kushi job in Palestine. But the "will of the majority," awaiting its chance at a general election which is postponed to the last possible moment by the Gang in possession, and the same getting impatient enough to cry with Cromwell, "Take away that bauble," remains in either case the most truly constitutional arbiter. Whichever way it manifests itself, surely the "will of the majority" can never be expressed unconstitutionally? Desperate occasions require desperate measures. In the ordinary constitutional way of society, one does not accost a lady without an introduction. A true Englishman, seeing a lady in imminent peril, does not go round about to seek an introduction before jumping to her aid. The journalist who presumed to tell you that the man saved her life without first waiting to be introduced, and was for that blameworthy, would try your patience, would he not?

The Times complains that "most British citizens know as little of the Constitution as of the composition of the air they breathe," and we have a double reason for pointing out that *The Times* must be included in that "most." It admits that Parliament has ceased, especially since 1918, to be an effective custodian of popular right. "It registered ministerial decrees with unfailing punctuality, acquiesced in ministerial extravagance, abdicated independence of judgment, and fell to a depth of impotence rarely reached by any British legislative assembly." Precisely. To that we respond, most heartily, "A Daniel come to judgment." Then what on earth would *The Times* be at? Quis custodiet? Failing Parliament, who shall guard the constitution, *The Times* staff or the People? Labour has flouted a contemptible parliament, but we cannot see that it has done any hurt to that unwritten principle of Englishry we call the Constitution. The Constitution provides a parliament, not the parliament a constitution. It will provide another, when the opportunity arrives. When things are as rotten in the state as *The Times* admits they are, and as we see them to be, we consider we are still constitutionally correct (*and following precedent*) when we recommend Direct Action. Not Direct Action by Labour alone, but Direct Action by all the people, by all patriots, by all honest Englishmen who do know what the spirit of constitutionalism really is. How can we put it more plainly? Note that we do not have to recommend it. That would be like telling Niagara to go on flowing. We can see it coming. And we are not happy about it. We prefer the quiet life. Some of you run away with the idea that we are "Bolshevistic," that we *want* revolution, when all we do is what the prophets did. We tell what we see. We prophesy and warn.

It is because we believe so devoutly what *The Times* says, that "the English people has ever abhorred tyranny," that we can see the thread wearing thin, and the sword (that "unconstitutional" sword) falling.

Locally you have a parallel to this old-womanish talk about "constitutional practice." Before the *China Mail* went on the war path, calling a spade a spade, and introducing the *effective* criticism which has since been jocularly dubbed "Bolshevism," and the "New Journalism," the local Press adhered to what may by close analogy be called "constitutional practice." What did it achieve? What notice was taken of it? They smiled at its growls as at the growling of kittens. They knew if for what it was, a time-serving and mean thing, an ignorable quantity. Men spoke of it with contempt. Yet it was, by analogy, most decorously "constitutional." In the colloquial sense of the phrase, it "knew its place," and kept it. It was about as important to the public life of Hongkong as a deaf and dumb chaperon at a Ball. We introduced what may be called, by analogy, "Direct Action." We became a Force, a Power. The *China Mail* counts. Lay your hand over your heart and affirm, if you can, that there has been no change here as the result of our efforts, which have been designed to serve the spirit rather than the letter of constitutionalism. We have not turned Hongkong upside down, but we have made a difference. Privilege is less flagrant than it was, graft less cynical, arrogance less nonchalant. Certain principles now fly as banners on towers that were formerly kept, as it were, in office safes. Public spirit grows. In a small way (only in a small, hole and corner way) this serves to represent what Labour has been doing at Home, because there was no other Party that dared to do it. But at Home (this is prophecy) you will see it yet do far more, very much more than we can ever dream of achieving in a Crown Colony. The most constitutional thing about the British Constitution, the very core and heart of it, is the will of the majority of the people—*however and in whatsoever manner it be expressed.* There is a possibility (for which our hope is) that the expression may yet be guided along peaceful and what *The Times* means by "constitutional" lines; but that it will be expressed, emphatically and effectively expressed, we are sure and certain, because we do not believe that our people have changed. They still love their betrayed constitution. In the manner of the prophets, and because we would rather have the coming reforms come peaceably, we would cry to the Gang, "Repent ye. Repent ye." For doing so, as we have done, it has been humorously suggested that the last verse of the twenty-seventh chapter of Ezekiel was meant for us. It says "the merchants among the people shall hiss at thee; thou shalt be a terror." Well, we have to endure misunderstanding and misrepresentation as best we can. For Zion's sake will we not hold our peace, until righteousness goeth forth as brightness, and salvation as a lamp that burneth, until lazy brains consent to think and weigh words and analyse, until the foolish parrots are silenced, and the Constitutional rights that are as dear to us as to anyone are made safe to us and to our children.

"JOURNALISTIC ETIQUETTE."

We publish reluctantly to-day the two letters about the Kowloon squabble, not with any thought of "journalistic etiquette," but because they are so abominably late. Iron must be struck while it is hot, and it is only because we are assured there is still considerable warmth at Kowloon that we let these in.

As regards the complaint that it is "unusual" to publish matter referring to discussions raised by another paper, it may be as well to state once for all that the *China Mail* has no respect for the usual. In fact, our chief glory is our unusualness. Anything that interests any considerable section of the public interests us, and we care not where we find it. For the stupid trick of pretending that no other newspaper exists—except once in a while as a "contemporary"—we have no time to waste. There has been far too much "etiquette"—a hollow sham—and too little red meat about local journalism. Dignified vapidity is still vapidity, however dignified it may be; but lord! when the very cockroaches set out to be dignified, the thing becomes a farce. Let us be simply men—honest men if possible, but manly.

As regards the Kowloon quarrel, we have not taken sides, for as we said before, out of all these notes and letters it has been impossible to get the facts. We treated it as a joke, a storm in a teapot, and as such we still see it.

LOCAL AND GENERAL.

Another clean bill of health was returned for the Colony yesterday.

Mr. R. McCrystal, late of Batu Gajah, F.M.S. was killed in a motor accident in New Zealand.

The afternoon express train to Canton is advertised to leave at 2.15 p.m. from to-day, instead of 3 p.m.

The Blue Funnel steamer "Teiresias" accomplished the voyage from Liverpool to Hongkong in 30½ days.

Despite all expectations to the contrary the price of rice in Shanghai jumped to $15 again on September 17.

Another group of delegates to the Sunday School Convention to be held in Tokyo arrived in the Colony yesterday by the s.s. "Korea Maru."

Persons seeking a grant of exclusive privileges for an invention in the F.M.S. will in future have to make a declaration as to their relations with our ex-enemies during the year 1918.

Mr. and Mrs. C. Montague Ede, Mr. and Mrs. George Grimble and Miss Doris Grimble and Professor and Mrs. E. Danenberg returned to the Colony, yesterday, from Japan by the "Katori Maru."

The Police are taking measures to forbid rice profiteering in Peking so as to keep down the price of foodstuffs. Dealers in foodstuffs will be liable to punishment, should they be found raising the price of rice and other foodstuffs to an abnormal height and taking advantage of the present famine in the Northern provinces.

A Manila message, dated September 4, states:—The council of state has decided to deport 3,000 Chinese who are alleged to have illegally entered the province of Mindanao from Borneo, and to be engaged in smuggling. The labour organizations will protest against the admission of Chinese contract immigrants.

Influenza has again struck Japan. Seven hundred cases have already been reported in Hirosaki. The "*Chugai Shogyo*" quotes the Tokyo police authorities as saying every preventive measure is now being taken in order to minimize the disease, that the use of masks will be encouraged and that, if necessary, theatres and motion picture houses will be closed.

Capt. Gardner of the "Katong" has joined the Pilot service in Singapore. Captains formerly on the Bangkok run have always been well represented in the Singapore pilotage, says the *Bangkok Times*. The late Captains Gray and T. Robinson were old hands here, both of them in turn commanding the "Singapore" before becoming pilots. Captain Shepherd later on was in charge of the same vessel and then joined the Pilot service. Next came Captain Rushton, and now the master of the "Katong."

Kokusai, in forwarding one of its own telegrams, says that the news it contains is of no import whatever, says the *Japan Chronicle*. The news was to the effect that thirty Japanese warships had appeared in St. Vladimir Bay, on the Maritime Province of Siberia. The explanation is that they are merely on manœuvre but we should have supposed nevertheless that the sending of a fleet to manœuvre in the home waters of a neighbouring country was of the very deepest import. One wonders what would happen if a foreign fleet arrived to manœuvre in Osaka Bay.

In the person of Captain George Hooker, one of the most popular and well-known China Coast skippers leaves for Home, on retirement, by the Blue Funnel str. "Mentor." Capt. Hooker has been on the China Coast for 25 years and during the whole of that lengthy period has been with the China Navigation Company (Messrs. Butterfield & Swire.) It was in 1895 that he came out from Home as chief officer on the str. "Pakhoi," and in 1901 he was promoted to the command of the str. "Hupeh." In 1916 he was given command of the str. "Liangchow" (Hongkong-Bangkok run), which position he has just given up to retire on pension.

Lieut. F. Wardle of the 22nd Punjabis committed suicide in Bombay in extraordinary circumstances. He was due to go home for demobilisation, and was staying in Bombay awaiting a berth. It appears that he had been depressed at the thought of returning to England. Late at night he engaged a taxi and drove round the city. In the centre of the town the taxi driver heard a report and found the officer unconscious, shot through the throat. Death must have been instantaneous. The officer who shared the deceased's room at the hotel said that the deceased had taken more drink than was advisable but could not be described as drunk.

CARGO BROACHING.

ORGANISED GANGS AT WORK.

HEAVY SENTENCES FOR EIGHT MEN.

Inspector Spears, of the Water Police, this morning, charged eight Chinese before Magistrate Orme, with the theft from the s.s. "Teiresias," yesterday, of 264 yards of black lining cloth, part of the ship's cargo.

The defendants denied the charge.

The Inspector said that yesterday the "Teiresias" was discharging cargo at Holt's wharf. At 12.30 p.m., the stevedore's men knocked off work and went to tiffin. At 1 p.m., when the foremen coolie returned, half an hour before work was supposed to be resumed, he saw the defendants in No. 6 hold. He informed the European lamp trimmer who in turn informed the Second Officer. They went down the hold together, and there found the defendants, who were hiding behind some bales of cargo. A search revealed that a case containing the cloth had been broached and that half the contents was missing. The missing property was afterwards found hidden in various out of the way corners in the hold.

The Inspector said that the defendants had no business on board, as they were not employed by the stevedore. Even had they been the stevedore's men, said the Inspector, they had no right to be in the hold at that time.

The foreman coolie deposed to seeing the defendants, in the hold. They were not his men, who knocked off work at 12.30, and did not come back until 1.30.

The trimmer said that when he was informed by the last witness, he put the hatch on the defendants, and proceeded with his work.

The Magistrate: You imprisoned them in the hold?—Yes.

Continuing, the witness said that when he had finished his work, he sent for the second officer and they went down the hold together. Witness saw the defendants in the hold. Two of them, as soon as they saw witness and the second officer, tried to escape. Witness had to drag one of them down from half way up the ladder.

Replying to the Magistrate, the witness said that as soon as they got down the hold, the defendants scattered. They were originally crowded around a case of cargo. Witness could not see what they were doing.

Mr. Angus Shaw, the Second Officer, gave corroborative evidence. He said that no cargo coolie had the right to be in the hold between the hours of 12.30 and 1.30 p.m. The case of cloth which witness found half empty, was intact at 12.30 when the stevedore's men knocked off work. Witness knew because he was in the hold at the time, and saw that particular case. The cover had been pried open, and the tin lining torn with a cargo hook.

Replying to the Magistrate, the defendants said that they went on board as odd job coolies. They were engaged by another foreman coolie, who told them to await him at the stern of the ship. They could not find the man now.

The Magistrate decided to convict.

The Inspector said that while none of the defendants had any previous convictions recorded against them he believed they were members of a large gang of rogues who had lately been operating in the harbour, stealing from every ship which came into port. Had it not been for the fact that the ship was sailing soon, he would have asked the Magistrate to commit the defendants to the Criminal Sessions.

The Magistrate remarked that that would have been rather drastic.

The Inspector said that that might be so, but the offence was a serious one. Besides, cargo broaching had become so common lately that drastic measures would have to be taken if thefts were to be stopped. He would ask for a heavy penalty.

Addressing the defendants, the Magistrate said that the offence would not have been so serious if the defendants had been working separately, but the fact that they had conspired jointly to rob the ship, put them in a very serious position, and made them liable to a heavy penalty if they were committed for trial at the Sessions. He sentenced the defendants to six months' hard labour each.

ANOTHER CONVICTION.

Another Chinese who was charged by Inspector Spears with the theft of four pieces of underwear from the s.s. "Benavon," pleaded "guilty."

The Inspector said that the defendant was arrested in Canton Road yesterday by a Chinese detective whose suspicions were aroused by a bulge in the defendant's coat. When charged at the station, the defendant told witness that he took the clothing from the s.s. "Benavon." He was taken on board the ship, where the clothing was identified as part of the ship's cargo, a case of which had been broken open, and a large quantity stolen.

Sentence of two months' hard labour was passed.

SERIOUS STREET ACCIDENT.

CAR COLLIDES WITH TRAM.

PASSENGERS' MIRACULOUS ESCAPE.

A collision occurred in Queen's Road, opposite the Soldiers' Club, yesterday, between motor car No. 294 and tram car No. 36. Both vehicles were in motion at the time, and the force of the impact had the effect of severely damaging the motor car, the front wheels and lamps of which were smashed, while the generator was telescoped into the body of the car.

The tram, excepting for some slight damage to its platform, suffered little as the result of the collision, and was able to continue its journey. It was remarkable that none of the occupants of the motor car suffered any serious injury. Excepting for a few bruises and a bad shaking, they had a miraculous escape.

SIR RAYMOND DENNIS.

SATISFACTORY BUSINESS TRIP.

Sir Raymond Dennis, K.B.E., and Mr. W. E. Hobbs, O. B. E. returned to Hongkong from Kobe by the s.s. "Kanowna," after a business tour in China and Japan. After leaving Hongkong in June last they visited Tientsin *en route* to Peking, but were unable to proceed for some days owing to military operations. From Peking they went to Seoul and then to Japan where six weeks were spent. They are now on their way to Sydney, N. S. W. Sir Raymond considers that his trip has been very successful from a business point of view and he has made arrangements for immediate deliveries of Dennis lorries to the agents he has appointed in Shanghai, Tientsin and Tokyo. In Japan, owing to road conditions, deliveries will be confined to the new 2 ton model.

The first Dennis lorry consigned to the Hongkong agents, Messrs. Alex. Ross & Co., arrived this week and Sir Raymond would have had the gratification of seeing a Dennis charabanc in the streets of Peking—the first to the imported into China—but for the fact that the congested state of the railway prevented it from being transported from Tientsin. There are already 11 Dennis Turbine fire engines in use by the brigades of Shanghai (International and City), Tientsin, Hankow and the Peking-Pukow railway. The three belonging to the Shanghai City brigade are the first motor fire engines to be imported into China proper and they are operated exclusively by Chinese firemen.

OPIUM SEIZURES.

HAUL OF 7,000 TAELS.

TWENTY TONS OF COAL MOVED.

Seizures of opium on ocean-going vessels seem to be daily occurrences lately. The latest hauls were made on board the steamers "Sannamhei" and "Kaijo Maru."

On Tuesday, Revenue Officers boarded the "Sannamhoi" on her arrival from the coast ports, and a systematic search resulted in the discovery of about 200 taels of opium in the storeroom.

The second seizure, a comparatively large one, of 7,000 taels of prepared non-Government opium, was made by Revenue Officer Ward and a party of Chinese searchers yesterday.

After a long and tedious search the contraband was discovered concealed underneath twenty tons of coal in the bunker of the "Kaijo Maru." In both cases the person responsible was not discovered. The opium was taken ashore.

SHAMEEN SPORT.

FOOTBALL MATCH.

"TARANTULA" BEATS THE CUSTOMS.

A correspondent writes from Shameen:—

A football match was played at the Shameen Recreation ground between teams representing H.M.S. "Tarantula" and the Customs Recreation Club on Tuesday last. The "Tarantula" team won by 10 to nil, scoring 6 goals in the first half and 4 goals in the second half.

After avenging its two previous defeats by the Boys' Own Club (1-0, and 4-1) by winning the 3rd game 3-0, it was certainly not expected that the Customs team would be so severely beaten. The high score against the Customs team was however hardly a fair criterion of the game. Luck was against the boys of the Customs Service. They missed several splendid opportunities to score. Judging by the rattling good game they put up, the writer has no doubt that when next the two teams meet, the Customs team will give a much better account of themselves.

"RHYMES OF HONGKONG."

NEW BOOK JUST OUT.

Neatly printed at the *China Mail* printery, these rhymes by "E. D. S." may aptly be named a "Sweet Seventeen." Bound in a wrapper of virginal blue, these seventeen poems do suggest the sweetness, the innocence, the naive charm, of the maiden point of view.

The "deep wide valleys" of our island, with their flowers, its sapphire belt of sea, and fairy grace, have inspired the poet's admiration for this "sun-kissed, beauteous, verdant place." But even pensive maid may twinkle with fun, and her first impression of our Chinese constabulary amused her. The one she saw seemed to have come out of "some light comedy at Home." There is a line not quite in keeping.

Your back view is so very quaint
I do wish I could draw or paint.
I soon could make my pile.

"The sketch should cause a smile" might have been nicer, and more poetic, than the idea of "making a pile" at the poor chap's expense.

Referring to the bad name some foolish people give Hongkong, for heat, fogs, and typhoons, the poet concludes, very fairly:

'Tis true, the heat is very hot,
And as to fog, Peak dwellers wot—
But 'tisn't such an awful spot:

There's one about a bathing picnic, another about the Peak Tram (not mentioning its inadequacy), and another, quite neat, on the absence of twilight here. There is also a gallant attempt to recognize the picturesqueness of a Peak fog. Of a coolie we are reminded that

His hat's his chiefest garment
And takes up a lot of space.
Yet he hasn't a complexion,
But a very yellow face.

Of the amah, this:

Her tongue works fast, her fingers too,
It's wonderful what she will do,
And also what she won't.

"E. T. S." overlooks nothing. When she is not dithyrambic about our floral profusion, she is terse about the sandflies, "far worse than mosquitoes," and that's a fact. A group of children playing at the Peak impels this reflection:

They look so sturdy and so strong
You wouldn't think there was much wrong
About the climate of Hongkong.

We positively must quote in full the ode to a cockroach:

Oh cockroach I hate you, Especially at night. I know you won't hurt me. I know you can't bite. But oh! you're So creepy And run like a hare. You're far worse Than even A horrid nightmare. You're striped like a zebra With yellow and red And great big Antennae Sheet out of your head. I don't mind A spider, I don't mind a mouse. But cockroach I hate you —Get out of my house.

Finally, "E. D. S." thinks that the chief weak spot in Hongkong is our local habit of "grousing" or grumbling. She bids us cultivate "a well-contented mind." Perhaps we find contentment in grumbling. Most of us are very happy—much happier than our folk at Home. We have waxed fat like Jeshurun, and "kick" for the same reason. And the sequel of our grumbling after all is like the result of the Ingoldsby curse at Rheims—nobody seems one penny the worse. After all, we never really mean it. "It's an infernal shame," begins the talkative diner, lapping up the tomato puree. "It couldn't happen anywhere else," he goes on, gulping his claret. "The *China Mail* ought to be told about it," he continues, picking at the fish. "It makes my blood boil whenever I think of it," he says, cutting into his fillet with champignons. At the end of the meal he looks as flushed and cheerful as anybody might who hadn't a grievance. However, why argue with a lady? "E. D. S." is a facile rhymer, with a knack for the artless simplicity which is true art, and we can do with some more of her rhymes of Hongkong. The book is on sale at all the usual places.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General from the Manila Observatory at 12.30 p.m., to-day:—

Typhoon in about Long. 126 Lat. 13 moving N. N. W. Typhoon in about Long. 137 Lat. 14 moving West.

MURDER ON THE HIGH SEAS.

FISHING JUNK ATTACKED.

MASTER ALONE ESCAPES INJURY.

A report that murder was committed on the high seas on Tuesday night, has been received by the Tai-O Police.

According to the story of the master of a local fishing junk, his vessel, with a crew of three, including himself, put out to sea on Tuesday on its usual fishing expedition. With the fall of dusk, they were off Iutailock, outside the waters of the Colony. There they sighted a big two-masted junk making towards them. Fears of pirates were soon confirmed by the appearance of the stranger's crew, fifteen men, identified as Hoklos, who opened fire with muskets across the bow of the fishing junk. The volley killed one of the crew instantaneously, and seriously wounded another. The master was the only man who escaped injury.

It would appear from the subsequent movements of the junk that the object of the attack was not loot, for no attempt was made to make fast alongside, the junk passing and disappearing into the gloom. Altogether about 40 shots were fired. After the disappearance of the junk, the master of the fishing junk hoisted sail, and with much difficulty managed to bring his vessel into Tai-O, where he reported the affair. The wounded man was removed to the hospital where he now lies in a critical condition.

NASTY SQUALL.

PASSENGER JUNK CAPSIZES.

PERILOUS PREDICAMENT.

A passenger junk with a crew of eleven and four passengers, which was caught in a squall near Capsuimun yesterday, while on a voyage from Taiping to Cheongchau, capsized.

Fortunately for the people on board, she was not sunk but remained awash, so that they were able to cling to the bottom of the vessel and thus save their lives. They drifted with the tide for several hours until they were sighted by Police launch No. 2, and rescued.

The wife of the master of the junk and her baby were imprisoned in the hold of the vessel, and it was with much difficulty that the police managed to rescue them by breaking open the hatch. Two of the master's children are missing, and are believed to have been drowned.

ORGANISED BURGLARY.

WOMEN TERRIFIED.

ARMED ROBBERS THREATEN DEATH.

A married woman living in an unnumbered house in Chuliu village, Samshuipo, reported to the police there that at 3.30 this morning, while she and a female relative and her children were asleep in the house, they were awakened by the sound of someone breaking open the door of the house.

Before they could give the alarm, three men, two of whom were armed with a revolver and a knife respectively, burst into the house. The two armed men threatened the inmates with death if they gave the alarm, and while they stood guard over them, the unarmed man ransacked the place and stole money, clothing and jewellery to the total value of $55.

Satisfied that they had not left anything of value behind, the robbers decamped and disappeared up the hillside.

MONTROSE DISABLED.

BEING TOWED IN.

The American steamer "Nipsie" is towing in the ss. "Montrose" according to a report by the master of the ss. "Hanyang," who passed the vessels in Lat. 19. 19 W. and Long. 116. 19 E. They were then about 202 miles S. and 32 E. of Wagan.

CORRESPONDENCE.

V.R.C. AQUATIC SPORTS.

[*To the Editor of the "China Mail."*]

SIR,—A week or two ago the Editor of one of your contemporaries indicated in his editorial columns that cups as prizes should only be given for "scratch" races.

On perusing a programme of the aquatic sports to be held by the V.R.C. next week, I note that a scratch race for the younger generation has not been included.

Understanding that there are quite a number of youngsters in the colony who can swim a good length or two, I would be glad to provide two cups,—one for a scratch race for boys under 12, and the other for a scratch race for girls under 12,—provided the committee of the V.R.C. can see its way clear to add these two events to the programme.—Yours,

"A SPORT."

9, Ice House Street,
Hongkong, Sept. 23, 1920.

KOWLOON DEVELOPMENT.

NEW PROSPECTS FOR HOUSE HUNTERS.

PROPOSED MOTOR SERVICE.

Another stage in the development of Kowloon will shortly be reached which should help considerably in realising the anticipations of the Peninsula becoming the most popular residential quarter. The *China Mail* learns that the Government intends to offer for tender the exclusive privilege of maintaining a service of motor buses in Kowloon. Should such a scheme be inaugurated it will mean much to that part of the Colony, for it would bring the more outlying portions into closer touch with the harbour services to Hongkong. For instance Coronation Road, the Nathan Road extension, will be within easy reach and house hunters may be reminded that in this vicinity are a number of three roomed European flats to let. With a motor bus service these flats should prove very desirable as only a few minutes will be required for the journey to and from the ferry.

LOST HIS BALANCE.

FALL FROM TRAM CAR.

CONDUCTOR BADLY HURT.

While collecting fares yesterday a tram conductor lost his balance and fell off the car which was in motion. He was seriously hurt about the head and body, and was unconscious when picked up and removed to the Government Civil Hospital, where he now lies in a serious condition.

TENNIS LEAGUE.

NEXT SATURDAY'S CONTEST.

THE C. R. C. TEAM.

The following will represent the Chinese Recreation Club on Saturday next against the Rest:—Messrs. M. K. Lo and M. W. Lo, Ng Sze Kwong and Wei Wing Lock, Wong Po Keung and M. P. Lo.

Tennis enthusiasts will welcome the re-appearance of Mr. Wei, who did so well at Wimbledon.

The generous donor of gold medals to the champion team is Mr. Wong Kam Fook.

LATEST SHIPPING NEWS.

ARRIVALS.

The ss. "Lake Faulk," Capt. W. Bahr, 1,609 tons, arrived this morning at 6 a.m. from Swatow with 161 tons of general cargo.

DEPARTURES.

The ss. "Sunning," Capt. Wavell, sailed for Shanghai at noon to-day with 2,000 tons of general cargo.

The ss. "Kanowna," Captain Pilcher, sailed for Melbourne via Sandakan at 12 noon to-day with 283 tons of general cargo.

The ss. "Kiukiang," Capt. Oudney, sails for Manila and Iloilo at 5 p.m. to-day with 2,200 tons of general cargo.

The report of the Siam Steam Navigation Co., Ltd., Bangkok, for the half-year shows a net profit of Tcs. 221,767. The balance available for distribution amounts to Tcs. 126,396, of which a five per cent dividend will account for Tcs. 100,000; Remuneration to directors, Tcs. 5,000, and the remainder carried forward. The assets of the company amount to Tcs. 4,277,814 of which Tcs. 3,268,942 is in cash. The biggest item in the expenses for the half-year was Tcs. 288,967 for liquid fuel.

TO-DAY'S NEW ADVERTISEMENTS.

NOTICE.

TO whom it may concern I the undersigned will leave the WALLA WALLA Co., on 30th September 1920. All accounts against the said Company between 1st June and 30th September 1920, must be submitted to this office before the end of this month.

LEUNG KUM YAU,
Manager,
THE WALLA WALLA Co.

Hongkong, Sept. 23, 1920.

HOUSE TO LET.

FURNISHED HOUSE for rent from October 1st to December 31st, Completely equipped; all modern conveniences; lawn. Finest Peak location; convenient to trams. Can be inspected at any time. Apply Box 1231, c/o "CHINA MAIL."

FOR SALE.

FOR SALE.—Copies of the Gentlewoman, Ladies' Field, Ladies' Pictorial, The Queen, Fashions for all for the present year and to the end of same. Back numbers in good conditions. No reasonable offer refused. Apply Box 1233, c/o "CHINA MAIL."

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Town, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1111.	South of Inland Lot No. 1109, Kennedy Town.	43	94	45	40	3,990	[illegible]	[illegible]

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	
1	Kowloon Inland Lot No. 1405.	East of Kowloon Inland Lot No. 1397, Portland Street.	As per sale plan.				8,025	92	$5,317

Six "WALLA WALLA" BOATS are at Blake Pier for your service. Phone 3516.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY, September 25, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,

A Large Assortment of Maisons Washable Distemper,
Also
A Quantity of Sundry Household Furniture,
And

75 cases Sardines,
10 bags Rice,
48 cases Horlick's Milk,
49 doz. Toilet Soap,
36 kegs Red Oxide Paint.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on

FRIDAY, October 1, 1920,
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street,

A Fine Collection of Japanese Porcelain, Cloisonne Ware and Embroideries.

Comprising:—

Satsuma teasets, vases, bowls, figures, plates, incense burners, silk embroidered screens, pictures, etc., etc.

On view from Thursday, the 30th September, 1920.

Catalogues will be issued.

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, Sept. 23, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "LAKE FAULK."

From SHANGHAI and SWATOW.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 29th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 30th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.

Hongkong, September 23, 1920.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup and whooping cough.

It has been a favourite with mothers of young children for almost forty years.

Chamberlain's Cough Remedy can always be depended upon and is pleasant to take.

It not only cures colds and grip, but prevents their resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.

NOTICES.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD
HONGKONG-MACAO LINE.

SAILINGS:—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.) and 2 p.m. Sundays at 5 p.m. only).

Police Permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK AND BOSTON.
VIA SUEZ
S.S. "MUNCASTER CASTLE" .....Sailing on or about Middle Nov.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.
S.S. "AFRICA".....Sailing on or about 6th October.
FOR BRINDISI, VENICE, TRIESTE, Etc.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS,
Via SINGAPORE PENANG AND COLOMBO.
S.S. "HUNGARIA"
Sailing on or about 3rd October.
S.S. "AFRICA"
Sailing on or about 7th November.
Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)
Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN.
S.S. "HOKUTO MARU" ..... Sailing on or about 19th October.
S.S. "BORNEO MARU".....Sailing on or about 30th October.
FOR JAVA.
S.S. "SAMARANG MARU" .....Sailing on or about 10th October.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)
Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading For South AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD., IND APCAR LINES.
For Freight or Passage on any of the above Lines apply:—
DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 14, Wing Woo Street, Central.

O. S. K.

OSAKA SHOSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ATLAS MARU .....Tuesday, 28th Sept.
ARGUN MARU .....Saturday, 16th Oct.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
CANADA MARU .....Tuesday, 2nd November.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
SAIGON MARU .....Monday, 4th October.
BURMA MARU .....Monday, 11th October.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
UNNAN MARU .....Saturday, 2nd Oct.
SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.
ARABIA MARU .....Monday, 27th September.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
HONOLULU MARU .....Beginning October.
NEW ORLEANS LINE.
SUMATRA MARU .....Monday, 8th November.
JAPAN PORTS—(Call Shanghai omit Yokkaichi).
KEELUNG via **SWATOW & AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
KAIJO MARU .....Monday, 27th September.
TAKAO via **SWATOW** and **AMOY.**
SOSHU MARU .....Saturday, 16th October.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 74 and 745. No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" .....Sailing Oct. 9th.
"EWAH PING" .....Sailing Nov. 8th.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.
Agents.
Telephone No. 2807. 113, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
MANILA, CEBU & ILOILO	TAMING	Sept. 23, at 4 p.m.
PAKHOI & HAIPHONG	KAIFONG	Sept. 25, at 9 a.m.
SHANGHAI AND TSINGTAO	YINGCHOW	Sept. 25, at 4 p.m.
SWATOW & BANGKOK	LUCHOW	Sept. 25, at 10 a.m.
AMOY, SHANGHAI AND FUKOW	SZECHUEN	Sept. 28, at 10 a.m.
WEIHAIWEI, CHEFOO, & TIENTSIN	KUEICHOW	Sept. 29, at 4 p.m.
SHANGHAI	SINKIANG	Sept. 30, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation aboard ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Telephone No. 36. AGENTS.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).
"IOONIUM" ..... About Oct. 6th.
For NEW YORK.
"ELDENA" ..... About Oct. 15th.
"CITY OF JOLIET" ..... About Nov. 15th.
Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.
Via Panama

S.S. "ELDENA" .....About 15th Oct.
S.S. "CITY OF JOLIET" ...About 15th Nov.

For freight space and particulars apply to:—
BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE,
TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE to LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov., 1920.

For freight, space and particulars apply to:—
THE ADMIRAL LINE,
TELEPHONES 2477 & 2478. AGENTS 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE.

"Operating the following U. S. Shipping Board steamers.
HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE HONGKONG	ABOUT	SAILING	ABOUT
S.S. "VINITA"	Oct. 10.	S.S. "VINITA"	Oct. 18.
S.S. "WEST HIXTON"	Nov. 1.	S.S. "WEST HIXTON"	Nov. 4.
S.S. "WEST MONTOP"	Dec. 1.	S.S. "WEST MONTOP"	Dec. 1.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transhipment en route.
Shipside connection with the Santa Fe and Southern Pacific Railroads.
HEAD OFFICE:—LOS ANGELES, CALIF.
BRANCH OFFICES:—KOBE, SHANGHAI, MANILA, SINGAPORE.
HONGKONG OFFICE:—Prince's Buildings, Chater Road.
CHAS. E. RICHARDSON,
Telephone No. 1069. General Agent for South China.

SHIPPING

CPOS

SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki ("Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	FROM VANCOUVER
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
*Monteagle	Oct. 28	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 8
Empress of Russia	Dec. 16	Jan. 3
*Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 18	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.
For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 78. Cable Address: CANPAC.
CANADIAN PACIFIC
OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS
"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" October 31st 1920. "NILE" November 6th 1920. "CHINA" September 24th 1920.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
C. T. SURRIDGE, Acting Freight and Passenger Agent. Tel. Passenger Dept. 1834.
Prince's Buildings, Ice House Street. Tel. Freight Dept. & Agent. 2161

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
(Calling at Amoy for Passengers only.)
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING	
HAIHONG	Capt. W. C. Paxmore	FRIDAY, 24th Sept.,	at 2 p.m.
HAILOONG	Capt. J. S. Thomson	TUESDAY, 28th Sept.,	at 2 p.m.

SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.
"General Church" 10th November.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.
For particulars apply to:—
THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.
FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

FOR	STEAMER	SAILS.
LONDON	"MATOPPO"	On 15th Oct.
LONDON	"CITY OF NAPLES"	On 15th Nov.

Subject to change without notice.
THE BANK LINE, LTD.
Or to RUSS & Co., Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)
SAILINGS FROM HONGKONG.

*"CITY OF DUNKIRK"	via Suez	5th Oct.
"TYDEUS"	via Panama	24th Nov.
*"CITY OF AGRA"	via Suez	2nd Dec.
*"ROMEO"	via Suez	29th Dec.

*Calls at Boston.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE, or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON. RUSS & CO. CANTON.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.
Sept. 24.—D. L. Haihong.
27. O. S. K. Kaijo Maru.
28.—D. L. Hailoong.
28.—C. N. Luchow.

AMOY.
Sept. 24.—D. L. Haihong.
27.—O. S. K. Kaijo Maru
28.—D. L. Hailoong.
28.—C. N. Szechuen

FOOCHOW.
Sept. 24.—D. L. Haihong.
28.—D. L. Hailoong.

SHANGHAI.
Sept. 23.—I.C.S.N. Hopsang.
23.—C. N. Fuenning.
24.—B. F. Teiresias.
25.—C. N. Yingchow.
26.—I.C.S.N. Kwangsang.
28.—C. N. Szechuen.
29.—I.C.S.N. Tungshing.
30.—C. N. Sinkiang.
Oct. 2.—P. & O. Aliporo.
3.—P. & O. Devera.
6.—B. F. Keemun.
7.—B. F. Nelens.
11.—B. F. Teucer.
12.—B. F. Helenus.
18.—B. F. Neleus.
21.—B. F. Laertes.
24.—B. F. Elpenor.
29.—B. F. Atreus.
Nov. 18.—B. F. Pyrrhus.
22.—B. F. Demodocus.

WEIHAIWEI AND CHEFOO.
Sept. 29.—C. N. Kueichow.

TIENTSIN.
Sept. 23.—I.C.S.N. Cheonshing.
29.—C. N. Kueichow.

TAKU AND DALNY.
Sept. 24.—B. F. Teiresias.
Oct. 22.—B. F. Elpenor.
Nov. 22.—B. F. Demodocus.

TSINGTAO.
Sept. 25.—C. N. Yingchow.

PAKHOI & HAIPHONG.
Sept. 25.—C. N. Kaifong.

KEELUNG.
Sept. 27.—O. S. K. Kaijo Maru.

SAIGON.
Sept. 25.—M. M. Paul Lecat.
Oct. 2.—O. S. K. Unnan Maru.
10.—M. M. Armand Fabre.

BANGKOK.
Sept. 28.—C. N. Luchow.
Oct. 2.—O. S. K. Unnan Maru.

SINGAPORE.
Sept. 25.—S. & D. West Hershaw.
Oct. 2.—O. S. K. Unnan Maru.

INDIAN PORTS, ETC.

CALCUTTA.
(VIA RANGOON).
Sept. 24.—P. M. S. Lake Paulk.
25.—B. I. A. Tanda.
25.—I.C.S.N. Kwaisang.
30.—I. C. S. N. Fookuang.
Oct. 2.—N. Y. K. Tomiura Maru.
9.—B. I. A. Gregory Apcar.
23.—B. I. A. Torilla.
31.—B. I. A. Takada.

BOMBAY AND COLOMBO.
Oct. 4.—O. S. K. Saigon Maru.
7.—N. Y. K. Yetorofu Maru.
11.—O. S. K. Burma Maru.
12.—P. & O. Dunera.

JAVA PORTS, ETC.

Sept. 25.—D. L. Gyrenet.
28.—K. P. M. Van Waerwyck.
30.—I.C.J.L. Haiyang.
Oct. 1.—D. L. Lake Farrar.
10.—N.Y.K. (D.&Co.) S'rang M.

PHILIPPINE ISLAND, ETC.

MANILA.
Sept. 24.—I.C.S.N. Taksang.
25.—C. N. Taming.
25.—S. & D. West Hershaw.

CEBU AND ILOILO.
Sept. 25.—C. N. Taming.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.
Sept. 25.—O. S. K. Kumajiri Maru.
29.—O. S. K. Kumajiri Maru.
Oct. 1.—A. O. Changsha.
5.—E. & A. St. Albans.
9.—C. & A. Victoria.
30.—E. & A. Eastern.
Nov. 8.—C. & A. Hwah Ping.

JAPAN PORTS.

Sept. 25.—J.C.J.L. Tjimanuk.
28.—N. Y. K. Kirin Maru.
30.—I.C.S.N. Yatshing.
30.—N. Y. K. Kitano Maru.
Oct. 2.—P. & O. Aliporo.
2.—B. I. A. Torilla.
4.—M. M. Porthos.
6.—L. T. (D.&Co.) Africa.
8.—B. F. Teucer.
11.—B. I. A. Takada.
12.—P. & O. Novara.
14.—E. & A. Eastern.
19.—B. F. Nelens.
19.—N.Y.K. (D.&Co.) Rokuto M.
24.—P. & O. Salsette.
30.—N. Y. K. (D.&Co.) Borneo M.
Nov. 4.—P. & O. Somali.
17.—P. & O. Devanha.
Dec. 8.—B. F. Knight Templar.
8.—P. & O. Sicilia.
15.—P. & O. Plassy.

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

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PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	25th Sept. at Daylight.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Gibraltar, Marseilles & London.
"NANKIN"	6,900	8th Oct.	MARSEILLES LONDON & A'werp.
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay.
"KASHGAR"	8,900	22nd Oct.	MARSEILLES LONDON & A'werp.
"ALIPORE" (Cargo)	5,200	3rd Oct.	MARSEILLES LONDON & A'werp.
"NOVARA"	6,900	12th Nov.	MARSEILLES LONDON & A'werp.
"NELLORE"	6,853	24th Nov.	MARSEILLES LONDON & A'werp.
"SONALI"	6,712	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SICILIA"	6,702	31st Dec.	Do.
"PLASSY"	7,346	21st Jan. 1921.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	7,000	21st Sept.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

†"KANWNA"	7,000	23rd Sept. at Noon.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, and Sydney.
"ST. ALBANS"	4,500	6th Oct.	
"EASTERN"	4,000	1st Nov.	

† Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	3rd Oct.	Shanghai only.
"TORILLA"	5,200	3rd Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, and books, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
*TAJIMA MARU ... Thursday, 14th October, at 11 a.m.
*(Omitting Keelung and Shanghai.)

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
TAMBA MARU ... Monday, 4th Oct., at Noon.
MISHIMA MARU ... Friday, 15th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Friday, 29th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.
TOTTORI MARU ... Sunday 3rd October.
WAKASA MARU ... Friday, 22nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez.
MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.
CALCUTTA MARU ... Sailing from Kobe ... Sunday, 26th September.

SOUTH AMERICAN PORTS via Cape.
TOSA MARU ... Sailing from Singapore ... Beginning of October.

BOMBAY & COLOMBO via Singapore.
YETOROFU MARU ... Thursday, 7th October.

CALCUTTA & RANGOON via Singapore & Penang.
TOMIURA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... Saturday, 16th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KIREN MARU ... Tuesday, 28th September.
KITANO MARU ... Thursday, 30th September, at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

No. 1, Ext. No. 201 & 203.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Sept. 30.—B. F.	Ajax.	
Oct. 7.—B. F.	Stentor.	
14.—P. & O.	Dunera.	
18.—B. F.	Teucer.	
20.—B. F.	Keemun.	
Nov. 11.—B. F.	Telemachus.	
8.—B. F.	Selenia.	
8.—B. F.	Antiochus.	
15.—B. F.	Elpenor.	
22.—B. F.	Atreus.	
Dec. 6.—B. F.	Orestes.	
13.—B. F.	Mamnon.	
19.—B. F.	Demodocus.	

FROM JAPAN.

Oct. 24.—P. & O.	Khiva.	
Oct. —B. L. A.	Tunda.	
2.—B. K.	Tajima Maru.	
2.—B. F.	Albans.	
7.—P. & O.	Nankin.	
7.—B. L. A.	Gregory.	
8.—B. F.	Hitan.	
18.—B. F.	Pelops.	
2.—P. & O.	Kashgar.	
21.—B. I. A.	Tarilla.	
19.—P. & O.	Alipore.	
29.—B. I. A.	Tanda.	
29.—B. & A.	Eastern.	
30.—B. F.	Jason.	
31.—B. F.	Agapenor.	
Nov. 2.—B. F.	Idomeneus.	
11.—P. & O.	Novara.	
25.—P. & O.	Nellore.	
29.—B. F.	Telemachus.	
Dec. 6.—B. F.	Agapenor.	
9.—P. & O.	Sonali.	
16.—P. & O.	Devanha.	
30.—P. & O.	Sicilia.	
Jan. 20.—P. & O.	Plassy.	

FROM MANILA.

Oct. 10.—B. F.	Teucer.	

FROM BOMBAY.

Oct. 2.—P. & O.	Dunera.	

FROM CALCUTTA.

Sept. 27.—N. Y. K.	Kirin Maru.	
Oct. 1.—B. I. A.	Torilla.	
8.—B. I. A.	Takada.	

FROM MELBOURNE AND SYDNEY.

Sept. 25.—A. T.	Changsha.	
Oct. 12.—E. & A.	Eastern.	

FROM SAN FRANCISCO.

Oct. 3.—T. K. K.	Siberia Maru.	

FROM SEATTLE.

Sept. 24.—B. F.	Tyndareus.	
Nov. 8.—B. F.	Ixion.	
23.—B. F.	Talthybius.	
Dec. 19.—B. F.	Tyndareus.	
Jan. 8.—B. F.	Teucer.	
Feb. 1.—B. F.	Ixion.	
21.—B. F.	Talthybius.	

FROM LOS ANGELES.

Oct. 10.—L. A. P. K.	Venta.	
Nov. 1.—L. A. P. K.	West Hinton.	
Dec. 1.—L. A. P. K.	West Monton.	

FROM LONDON.

Sept. 22.—N. Y. K.	Kitano Maru.	
Oct. 8.—G. L.	Gilcruix.	
19.—P. & O.	Novara.	
22.—P. & O.	Nellore.	
Nov. 2.—P. & O.	Somali.	
16.—P. & O.	Devanha.	
Dec. 4.—P. & O.	Sicilia.	
22.—P. & O.	Plassy.	

FROM LIVERPOOL.

Oct. 5.—B. F.	Keemun.	
8.—B. F.	Helenus.	
19.—N. Y. K.	Kamakura Maru.	
19.—B. F.	Teucer.	
18.—B. F.	Selenia.	
19.—B. F.	Laertes.	
21.—B. F.	Elpenor.	
28.—B. F.	Atreus.	
Nov. 12.—B. F.	Pyrrhus.	
21.—B. F.	Demodocus.	
Dec. 2.—B. F.	Knight Templar.	

[illegible] UP, AEROPLANES.

REMARKABLE [illegible]

WIRELESS LINK WITH YOUR TELEPHONE.

A new and remarkable series of experiments with wireless telephones, enabling a subscriber on the Post Office system in the United Kingdom to call up and speak to an aeroplane passenger while in flight across the English Channel, has been successfully carried out by the Marconi company at the Croydon aerodrome.

Hitherto wireless speech has been conducted only from certain ground stations at which the delicate and complicated transmitting instruments are installed. The new development makes possible the combined land-line and wireless connection of Post Office subscribers not only with aeroplane passengers but with persons connected with the telephone systems of America, Canada, and elsewhere.

At Croydon telephonic messages have been transmitted to aeroplanes in flight over a distance of 300 miles.

NOTICES TO CONSIGNEE

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"KOREA MARU,"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on WEDNESDAY, 22nd Sept. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take delivery from alongside steamer at the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 29th September, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, 1st October 1920, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be affected.

TSUTSUMI,
Manager.

Hongkong, September 1920.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

HE Steamship

"BENAVON,"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th October, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 a.m.

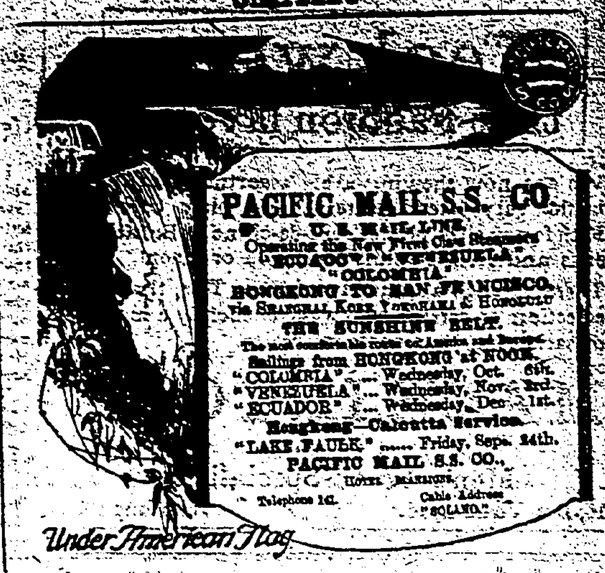
No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, Sept. 21, 1920.

SHIPPING



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Operating the following U. S. Shipping Board Steamers FOR

SEATTLE-TACOMA-VICTORIA-VANCOUVER via Kobe and Yokohama.

"KANWANA" ... 25th September.
further "ARIN-R" ... 25th September.

Through B/Ls issued to be announced later.
in U.S. and Canada Common Points
For rates and further particulars

FRANK WATERHOUSE & CO.,
1st Floor. HOTEL MANSIONS. Tel. [illegible]

Koninklyke Paketvaart Maatschappy.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on 28th September.

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.
Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,
Agents.

Telephone No. 1574.

SHIPPING.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	9,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 23rd.
†PERSIA MARU	9,000	Dec. 2nd.

† Omitting call at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
KIYO MARU	17,200	Jan. 10th. 1921

For full information regarding passengers freight and sailings, apply to:—

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King's Building. Tel. Nos. 2374 & 2375.
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HEAD OFFICE:—TIENTSIN.

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Cable Address:—IWASAKIBAL.

Codes:—A.1, A. B. C. 5th Ed., Western Union and Bentley.

Agencies for: The Mitsubishi Marine & Fire Insurance Co.
The Osaka Marine & Fire Insurance Co.

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Godowns 785.

A. KWAI & CO.

11 & 13 Connaught Road Central, HONGKONG.
"NAVY CONTRACTORS"
Ship Chandlers, Coal Merchants, Sail Makers, General Storekeepers AND Soap and Soda Manufacturers.
Cable Add. "AKWAI". A. B. C. 5th Ed.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" on or about 10th October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

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Satisfaction Guaranteed.
A TRIAL ORDER WILL CONVINCE YOU.

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No. 73, Des Voeux Road Central.
Cable Add. "SANGKY." Tel. No. 3420.

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Estimates furnished on application.
Hongkong, April 1, 1912.

IMPORTED PASSION.

METHODS OF NOVELISTS.

"THE PUNKAHS PUNKED."

Passion—rich and purple—is the mainstay of so many novels nowadays—at any rate, of those that appear in cheap editions, and festoon the bookstalls at railway stations.

But according to them, passion doesn't grow in England; it has to be imported. Directly it happens in England, it mechanically becomes love (true or false), affection, devotion; but that fiercer thing [illegible] throb and a tom-tom in [illegible] Africa, staged in Egypt, [illegible] and, or, all em- Russia, a [illegible] East. [illegible] glance for a moment at the familiar Egyptian brand. Above our heads is the sky, "of a deeper, intenser blue than she had ever seen in England, and the moon hung like a great lamp, . . ." etc. Under her feet, the golden sand of the desert; the sphinx was somewhere handy, bet your life—"that inscrutable colossus, half beast, half woman, veiling its eternal secret."

The heroine is no longer a girl, but a woman, pale and proud; she is beautiful, but a little hard, and the burnt-out delights of her normal life in England are but ashes in her mouth.

The hero glides noiselessly upon the scene, clad mainly in a burnous and inscrutability; he is an Arab, of course, and the heroine is always half fascinated, half repelled by his inscrutable cruelty.

One burning tropical night, full of glamour and magic and witchery, the great scene occurs. The sphinx, mysterious and inscrutable as ever, broods over them—if only the sphinx would just once spit upon the sand, to express its contempt for Arab love!

"Somewhere in the distance could be heard the monotonous throb of a——" (whatever happens to be the musical instrument peculiar to the locality; it is usually some form of savage tribal drum; but the same effect could easily be obtained by a massed band of Jew's harps).

The music gets into the woman's blood . . . and the rest is done mainly by means of dots, dashes, stars, and then some curiously detached statement about nature, such as: "And the night wind sighed in the palm-trees . . . ." From which our discreet author would evidently have us gather that the lady yielded.

In the novelist's South Africa, the whole business is more arid. There is a great deal about the parched veldt; outspanning and inspanning occur with monotonous regularity; people trek from kopje to kopje when they are not lying exhausted on the sterile stoep, and the air is dark with cracking sjamboks.

"A woman stood at the threshold of the farm, shading her eyes from the fierce heat of the African sun . . . (it's always an African sun in Africa, strangely enough). . . The sky was of a deeper, intenser blue than she had ever seen in England, . . ." which perhaps accounts for the fact that the top button of her blouse or even the next button is always undone.

She is a fine, deep-bosomed woman with a mouth like a scarlet pomegranate, and she had come out to South Africa full of illusions that had quickly withered under the fierce heat of the African sun upon that torrid arid land. "A single horseman zigzags slowly towards her, across the arid veldt." They never seem to come much closer to each other than that. . . .

I don't know much about Russian passion except that it is very fierce and elemental, and the hero calls the heroine "Doushka,"—and then more softly still "Doushkovska," or "Doushkovskavitoh" which means darling, little darling, and little darlingest.

He wears tall, red boots, edged with fur, with which to stamp his way into her heart; the sjambok is exchanged for a knout, and the kopje for a samovar.

And now we come to the South Pacific. Here the novelist has two sorts of passion from which to make a selection. Either the man and the girl are strictly English, thrown together by a chance shipwreck on to an island full of rush and writhing vegetation, squirming with beri-beri, hari-kari and the tsetse fly, rank, foetid, and miasmic, with treacherous fever-ridden swamps.

Or else the hero, chastely clad in a pith helmet and a pocket compass, sees a slim dusky maiden slip down to bathe in the warm lagoon. Fortunately the maiden is always able to converse in picturesque broken English, and the hero, doubtless because in his London days he has seen a great many musical comedies, finds no difficulty in his wooing.

The inevitable occurs; and "somewhere in the distance could be heard the beat of the great combers on the coral reef, while the unchanging tropic stars looked down."

The main ingredient of passion as staged in India is the mess—an awful mess. Nor could the author manage without the hill station.

The hero is usually a taciturn major—ugly, but with a heart of gold. He has a taciturn affection for the heroine's scapegrace young subaltern brother (juvenile lead). The major is always getting accused of the misdeeds of aforesaid lively young subaltern, but for the sake of the sweet young girl in the white dress, who has come all the way from England "to look after Dickie," he takes the blame, and becomes grimly taciturn—until the last chapter where we get our scene of passion.

"The sky was of a deeper, intenser blue than she had ever seen in England. Somewhere in the distance could be heard the words, "Gentlemen the King" and the clank of spurs as the officers of the Fighting 32nd heaved themselves to their feet.

"Amid fragrant chutney-bushes a khitmagar sang to its mate. Suddenly the major's restraint burst its dam; with a choking sob, he stumbled forward, and crushed Veronica to his medal-studded breast, in a fierce, lingering embrace.

"Again and again he kissed her; and again, and again, and again and again (till ready). With trembling ears she murmured 'Marmaduke!' . . . . Ah, God, how the banyans waved, and punkahs punked . . ."

ACROSS THE CHANNEL.

GIRL "CYCLIST'S" ATTEMPT.

FOILED BY AN ACCIDENT.

Miss Zetta Hills, who set out from Calais on Monday morning in an attempt to cross the Channel on a specially constructed bicycle, [illegible] tour to reach the English [illegible] Calais harbour at [illegible] miles.

She set [illegible] Monday, and after being [illegible] by the tide up Channel to the Goodwins, ran into mist, which prevented her seeing any signs of land. At about half-past 10 in the evening, when four miles off Deal, a front stay of the bicycle gave way. The machine collapsed, and Miss Hills was thrown into the water. The motor-boat which accompanied her picked her up and brought her into Folkestone shortly after midnight. Miss Hills had covered about 47 miles in her 15 hours' cycling. She intends to make another attempt shortly.

CORRESPONDENCE.

HONGKONG CIGARETTE AND TOBACCO FUND.

[To the Editor of the "China Mail."]

Dear Sir,—The Committee of the above Fund will deem it a great favour if you will kindly insert this letter in your valuable issue, and at the same time desire to express its thanks for the past favours you have accorded in publishing its statements and letters of appreciation from some of our gallant lads at the Front, who participated in the enjoyment of Hongkong's efforts to soothe their hardships.

The Fund after 3 years' existence has just closed with a balance of $600 in hand, which was a refund by the British-American Tobacco Co. Ltd. as it was unable to utilise the money, the troops for which it was intended being demobilised. It has been decided to appropriate this sum amongst the local Naval and Military services.

Great satisfaction is felt by the Committee, with the result of its operations, $32,361.87 having been raised, and over 9,000,000 cigarettes and lbs. 200 of tobacco distributed. It is hoped that all those who contributed, and others, are equally [illegible] with what has been achieved by the committee.

It is the desire of the committee to express its [illegible] and appreciation of the [illegible] William Barker for founding [illegible] organising the Fund, and for the kindly help and advice he has ungrudgingly given.

All the magnanimous contributors and subscribers who kept the Fund alive, and helped to swell it to its final magnitude, and especially those who gave their mites and—thereby deprived themselves.

Mr. D. W. Craddock and the late Mr. G. B. Sayer for respectively acting on the origin of the Fund as its Treasurers and Secretaries and for the excellent work done, and the financial assistance given by them respectively.

Mr. W. A. Dowley for undertaking and so ably performing the duties of Secretary and Treasurer from July 1915 up to date. Also for organising a very successful canvassing scheme whereby the Fund benefitted immensely.

Mr. A. Jenkins for his very valuable services in taking charge of and keeping the books and accounts of the Fund, and attending to the correspondence and rendering full information to the Committee.

The British American Tobacco Co. Ltd. for the special low prices charged for the cigarettes and tobacco, the great courtesy and consideration accorded to the Committee, and promptly carrying out the deliveries and distributing the cigarettes and tobacco to the troops free of charge. And last but not least the following ladies who devoted much time and zeal in canvassing for the good of the Fund: Mrs. Pentroath, Mrs. Arthur, Mrs. Shenton and Miss Craddock.

The books of the Fund have been kindly audited by Mr. W. J. Morrison, and can be inspected by any one desiring to do so, by first making an appointment with Mr. W. A. Dowley Room No. 6, New Post Office Building, Top floor, in whose care they are placed.—We remain, Sir,

Yours faithfully,

J. H. Gardiner.
J. A. Tarrant,
for the Hongkong Cigarette and Tobacco Fund.

Hongkong, Sept. 22, 1920.

KOWLOON NIGHT NOISES.

[To the Editor of the *China Mail*.]

Dear Sir,—I should esteem it a great favour if you could, in the near future, find a corner in your widely read and valued paper for a few remarks on "Ferryman's" notes which appeared in the *Telegraph* issue of the 17th inst.

In the first place he writes "it is unusual for critics to air their views in one paper on topics originating in another paper."

If "Stentor," who wrote, in your issue of the 13th inst. a reply to Ferryman's effusion of the 10th inst. had forwarded his reply to the *Telegraph*, he would, as is required by Editors of Newspapers, have furnished his name and address and thus avoided the inconvenience that paper's staff has been put to in trying to ascertain the name of the individual who wrote under the nom-de-plume of Stentor. I can assure you, Sir, that Stentor and his friends are every bit as keen to know who Ferryman and his friend are, as the *Telegraph* Staff, Ferryman and his friend are to find out who "Stentor" is.

The song referred to by the friend from Flatland was sung at 9 p.m. and I am sorry for the person who [illegible] about half that hour, almost immediately after dinner. It is good, healthy, and harmless, and, if our Kowloon Bellowers [illegible] the digestive organs would benefit thereby, and who knows, but what some useful data might be obtained for the Kowloon Residents' Association.

Can Ferryman or his friend deny being present in the flat when the Telephone message was sent, there is no mystery concerning that telephone communication, although the person who 'phoned did not say who was speaking.

Curious, isn't it, that the complaint is not general but confined to apparently 3 persons. My advice to Ferryman and his friend, is to remove to another residential part of Kowloon where there are young babies. No straining of ears is necessary there.

Ferryman states that matters have improved, I can assure him that since his notes appeared, improvement orders have been carried on religiously in Flatland.

What a pity we are not back in those enlightened days of the great organ of a quarter of a century ago. The popular song "Bubbles" will be as much a part of all Ta-Ra-Ra-Boom-De-Ay as Ferryman objected to and Nightingales, then Flappers now Bellowing Bulls. Next please.—Yours etc.,

Sunny Jim.

Hongkong, Sept. 22, 1920.

KOWLOON NOISES.

[To the Editor of the *China Mail*.]

Sir,—I shall be glad if you can find space for my reply to Ferrymans' Notes in the *Telegraph*.

I observe that the *Telegraph* states that it is unusual for Critics to air their views in one paper on topics originating in another, I would point out however that it is equally unusual for Editors to allow such "Rubbish" to be inserted in their Papers as Ferryman wrote on the evening of the 10th September.

Now Mr. Ferryman, everyone in the Locality knows why your Friend was so annoyed on this "rowdy" evening. He was seeking sleep at 21.00 hours—the exact hour at which the bellowing bull was in full swing—and at 22.00 hours all the Songs that he complains about were finished (see enclosed List of 109 Witnesses)

You Kill Joy.

Also, I happen to be in possession of the Telephone Number of the Person who complained on the 'phone at 22.30 hours on the night in question. You produce the names of the "Smart Bhoys" and I produce the address of the Person who made the complaint.

This would be a Let Down for somebody.

With regard to the Sick Gentleman, who was distracted by the noise, I consider your Friend's remark distinctly out of place. Does he wish to insinuate that these "Smart Bhoys" would not cease, when they knew that somebody near by was ill. If so, I must call upon one of you to prove it. If not why does he mention the fact.

What right have you to say that the letters published by the *China Mail* are nonsensical in the extreme? You don't purely think the Paper is only printed for you to read. No, my dear Fellow, you should have said "I consider or I think."

I would like to ask the Readers of the *China Mail* this question.

Are the letters which have been published on this matter by the *China Mail*, any more "Nonsensical" than the Kowloon Notes by Ferryman?

Now, Readers, it is up to you and before I close I wish to challenge you Mr. Ferryman to take further steps, because you state that you have heard that the noise has quietened down.

I dispute this Statement, for I know that these Concerts have been carried on just the same—in fact more frequently—and No Complaints have been received. Strange, isn't it?

I hope the Person who informed you will see these few lines, unless he has given the "Smart Bhoys" Best, and wishes to let the matter drop.

Yours etc.,

Stentor.

A DAMP SQUIB.

[To the Editor of the "China Mail."]

Sir,—Congratulations for your leading article in yesterday's *China Mail*.

The subject is one which is worthy of you—and, in case some unkind person may think that this sentence is ambiguous, let me hasten to add that beer surely is fine stuff.

If the subject of drinks were to be taken up by our dailies I should expect our most respectable one to treat of Fine Old Port. Its morning contemporary would probably deal with Highland Dew, and the other paper would undoubtedly dilate on the excellence of Claret and Lemonade. But you, Sir, have chosen the drink of drinks and—so great is my appreciation of you for such a choice—I would, if I had a clean dollar bill, send you the price of two.

Far be it from me to seek to fathom the mysteries of the editorial sanchim, but one may be forgiven for assuming that the hand of "Adversarius" is in that article, for who else would ignore the sad line on your placards—"BEER UP"—and write at length on the delights of beer going down?

But it was not the intention of the present writer to discuss the subject of your article—it was to express wonderment at the evidences of much reading and of a vast memory. The ordinary mortal can never hope to be able to trot out as he wills little gems from the best known writers, let alone from some unknown ones, and so we look with awe on the extracts, with dates complete, which appeared yesterday.

No doubt you will blush with becoming modesty on reading these few words of praise, and you will admit that "well, yes, perhaps our memory is not too bad"—and you will then proceed to put away those laboriously compiled Notes, for one cannot help thinking that you are after all probably rather like the diarist in that well-known and justly-remembered essay by A. A. Milne, "The Diary Habit," who delivers himself thus:—"I remember," he will write in his autobiography, having forgotten all about it; "I distinctly remember"—and here he will refer to his diary—"meeting X at lunch one Sunday. . . . ."

Yours,

The Other Half.

P.S. In case this reaches you too late for to-days' edition I must add that the delay in sending it is owing to the difficulty I had in placing my hands on "The Diary Habit."

[Note by the writer of the article.—It was silly to see in that article "evidences of much reading and of a vast memory," seeing that it expressly mentioned Maynard's Anthology, from which all but one of two of the quotations and dates were taken. Newspaper writers would look bigger fools than they actually are if it were not for anthologies and other reference books.]

THEATRE ROYAL.

"BANDMAN ON BERMUDA."

ANOTHER DELIGHTFUL COMEDY.

The Bandman Comedy Co. have another gratifying success to their credit in "General Post," a delightful comedy, brimful of fun and fun-making which they submitted to a warmly appreciative audience in the Theatre Royal last night.

Though based largely on incidents arising out of the war, "General Post," like "Billeted," which is to be staged by the popular company to-morrow night, is not a war play in the accepted sense of the words, but a sparkling comedy dealing with some of the lighter aspects of the great conflict.

In "General Post" the relaxation of class distinction that challenged, brightened by the passing situations given rise to, more or less on the rise up line of a tailor, who ultimately becomes a distinguished general and marries the daughter of an aristocratic house which had formerly looked upon him with lofty condescension. Needless to say this happy end is not achieved without some radical alterations in the mental outlook of the characters most concerned, and more than once a little heartburning serves only to accentuate the comicality of the situation.

Mr. Carl Lawson ably fulfilled the pleasing role of the ambitious tailor, while Mr. O. Twist, as the garrulous old baronet, Miss Muriel Johnston as his charming but aristocratic wife, Mr. Leonard Stephens as the effete son made a man in the crucible of war, Miss Beryl Barraclough as the spirited daughter of the house, Mr. Norman Thompson as the deferential brother of the general, and Mr. David Keir as the discreet old butler, all contributed according to the scope of their respective parts to the undoubted success of the piece.

To-night the Company will present "The Yellow Ticket," a Russian story tinged with a dramatic element which should give full scope to the abilities of the talented players.

COUNTING THE PEOPLE

THE NEXT CENSUS.

TREMENDOUS PIECE OF WORK.

A Bill is before Parliament in connection with the census, which will be taken on the last Sunday in April of next year. Counting the people is a tremendous piece of work and is reckoned to cost a cool half-million. An army of forty thousand people will be employed for one week; each enumerator being responsible for about fifteen hundred people, says the *Daily Mail*.

These will distribute about eight and a half million forms, for printing which between four and five thousand reams of paper will be required. These reams, if piled in a single stack, would reach to a height of 750ft., or rather more than double that of the cross on top of St. Paul's, and their weight will exceed 250 tons.

The forms are sent from headquarters to the various registrars all over the kingdom, of whom there are in all rather more than two thousand. The registrars hand the forms to the enumerators and receive the forms when filled in. The forms are returned to headquarters in London, and there the staff check them.

The checking is done by means of the large ordnance maps, which are on the scale of 25 inches to the mile and which show every house in the kingdom, inhabited or empty.

The head census staff numbers about 200, and their work will keep them busy not for a week merely but for several years. All the various statistics have to be boiled down for publication. The staff are aided in their work by electrically propelled tabulating machines. Like so many of these ingenious automatic calculators, the census machine is an American invention.

It must not be supposed that a census is taken merely for the sake of satisfying public curiosity as to how many people there are in the British Isles.

The facts and figures recorded each ten years are of immense value to those responsible for the administration of the country.

It is most important to know exactly how many people there are in each separate industry, whether people are flocking from the country into the towns, and in what places population is respectively increasing or decreasing.

The first Bill for taking a census was brought in by Mr. Thomas Potter in 1753 but met with savage opposition. It was said that it would be used as a basis for new taxation or conscription. In the event the Bill was defeated, and it was not until the year 1801 that the first census was actually taken.

Since then a census has been taken every ten years, but it seems likely that in future we shall have a five-year census and a permanent Census Department.

SHOCKED THE LORDS.

GILBERTIAN EPISODE.

DESIGNER OF TITANIC AND HIS LOST BIKES.

The interruption in the House of Lords on August 9 when the Right Hon. Alexander M. Carlisle shouted the remark during the consideration of the Irish Bill, "My lords, if you pass this Bill you may kill England, not Ireland," is developing into a Gilbertian episode.

The next night it was gravely decided that Lord Curzon should write Mr. Carlisle a letter to give him an opportunity of explaining, and, if he thinks fit of tendering an ample apology to the House.

Friends of Mr. Carlisle, the tall, clear-complexioned athletic giant of 66, who designed the "Titanic," and whose knowledge of affairs and men extends from high-class finance to ship riveters, who prefers a push-bike to get up from Chelsea to the Bank rather than a limousine, are wondering what he will look like when the maid hands in Lord Curzon's letter.

An *Evening Standard* representative who interviewed him found him in a mood of merry despair, but not about the Lords.

"Have I received the letter? No, I haven't. I shall be delighted to receive it.

"Shall I apologise? Ah, I shan't tell you that yet. But oh, man, I've had a loss—my bicycle.

"Stolen. Left it outside the bank, and, would you believe it, some thief actually cut the chain and bolted with it. That's the third. One was stolen in Piccadilly, the second outside an hotel, and now the third has gone.

"So I must get a fourth.

"How did I get into the House? Now, how would ye? Just walked in. But I've a board meeting, can't stop now. It's an awful shame, man, about that bike."

And he was gone.

VANISHING COAL EXPORTS.

REALITY OF CHINESE MENACE.

HOME COAL EXPORTER'S VIEWS.

A good deal has recently been published regarding the almost illimitable coal resources of China, and the bid that Chinese coal is now making for the European markets. France has already received considerable supplies from the Far East, and now it is understood that importers are making inquiries in the freight market for vessels to bring coal from China to Scandinavia, says the *Journal of Commerce*.

"The United States and Australia have already made considerable inroads in the coal exporting business, which formerly was practically monopolised by Great Britain, and now comes China," said a coal exporter in a large way of business, discussing this matter with a Press representative. "Some people are rather inclined to regard these conditions as merely a passing phase in my extraordinary conditions, but have got "in" on the market and will fight hard to retain and expand them, and the present tendency of falling freights will assist these far-distant countries. As far as Australia and the United States are concerned, they have problems similar to our own, in that there is a great demand by home manufacturers for coal, and the amount available for export is limited, but as yet China has not this question to face in any marked degree. Development in the coal areas there is proceeding apace, and if we do not wake up here we will find China gradually but surely depriving us permanently of some of our best markets. South Africa is another country where the home demand is not heavy, and considerable quantities of South African coal have already been shipped to Italy and Egypt. Orders for fresh plant have recently been given that by the end of 1921 will increase the annual production by over 2,000,000 tons, most of which will be available for export. I think from these few facts that it is fairly apparent that these inroads on our coal markets are no mere 'flash in the pan.' One of the most distressing features of the whole thing from our point of view is the virtual suppression of shipments to South America and Spain, for, as we are still heavily importing iron ore from Spain and grain and meat from the Argentine, the inability of our ships to obtain outward cargoes is responsible in a considerable measure for the high prices of the imports from those countries, the homeward voyage having to bear the cost of the outward and return journeys. This means, of course, that the consumer in this country has to pay more for these imported commodities. Just now the miners have decided to ballot as to whether they will strike for a share of the surplus £66,000,000 almost entirely made out of the export trade. It looks to me as if, unless output is increased, this matter would at some time solve itself by there being precious few coal exports to make any profit on."

STARTLING SKIRTS.

PARIS FASHIONS

SHOCKS TO AMERICAN BUYERS.

The shortness of the skirts and the height of the prices gave American buyers a shock, the other day, states an announcement from Paris. They were witnessing the first display of Paris winter fashions. Contrary to expectations they discovered that skirts were shorter and tighter than ever. The only part of the gowns which had not shrunk was the neck covering. Collars were cut high, even on evening dresses which have no back. The most substantial part of the very broad "V" of the back was a string of pearls. The most startling skirt of all consisted of only a front panel and a back panel. Though these panels overlap they were stitched together only part of the way down. It was apparently an effort on the part of the skirt to compete with the absence of corsage and back.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS

7.00 a.m. to	8.00 a.m.	every	15 minutes
8.06 a.m. to	9.30 a.m.	„	10 „
9.30 a.m. to	11.00 a.m.	„	15 „
11.30 a.m. to	12.20 p.m.	„	15 „
12.30 p.m. to	2.30 p.m.	„	10 „
2.30 p.m. to	5.00 p.m.	„	15 „
5.00 p.m. to	8.10 p.m.	„	10 „

NIGHT CARS

8.50 p.m., 9 p.m., 9.20 p.m.,
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR—12.00 midnight.

SUNDAYS.

7.30 a.m.			
8.00 a.m. to	10.30 a.m.	every	15 minutes
10.30 a.m. to	11.40 a.m.	„	10 „
11.30 a.m. to	12.00 noon	„	15 „
12.00 noon to	1.00 p.m.	„	10 „
1.00 p.m. to	5.30 p.m.	„	15 „
5.30 p.m. to	6.00 p.m.	„	10 „
6.00 p.m. to	6.30 p.m.	„	15 „
6.30 p.m. to	8.10 p.m.	„	10 „

NIGHT CARS as on Week Days

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, 23rd SEPTEMBER, 1920.

OFFICIAL QUOTATIONS
11 A.M.

BANKS.
Sterling Exchange 4/3½ T. T.
Hongkong Banks ... ... $822½ sa.
East Asia Bank ... ... 116 b.

MARINE INSURANCES.
Canton Insurance ... ... 370 b.
North China Insurance ... T. 153 n.
Union Insurance ... ... $165 sa.
Yangtze Insurance ... ... $23 n.
Far Easterns ... ... T. 20 n.

FIRE INSURANCES.
China Fire Insurance ... ... $128 n.
Hongkong Fire Insurance ... $318 sa.

SHIPPING.
Douglases... ... ... $ 84 s.
H. K. Steamboats ... ... $22½ sa.
Indo-Chinas (Pref.) ... ... $18 b.
Do. (Def.) ... ... $ 205 s.
Shell Transports ... ... 165/- n.
Star Ferries... ... ... $24½ b.

REFINERIES.
China Sugars ... ... $219 sa.
Malabon Sugars ... ... $55 n.

MINING.
Kailan Mining Adm.... ... 110 b.
Laokats ... ...
Shanghai Loans ... } T. 15½ b. 16 s.
Shai Explorations }
Taubs ... ... 1.10 b.
Tronoh Mines ... ... 27/6 n.
Ural Caspians ... ... 20/- n.

DOCKS, WHARVES, GODOWNS, &c.
H. & K. Wharfs ... ... $86½ n.
B. & W. Docks ... ... $152 n.
Shai Docks... ... ... T. 122 n.
New Engineerings ... T. 27 n.

LANDS, HOTELS & BUILDINGS.
Central Estates ... ... $112 b.
Hongkong Hotels ... ... $141 n.
Hongkong Lands ... ... 115 b.
Humphreys... ... ... $8 n.
Kowloon Lands ... ... $37 b.
Land Reclamations ... ... $140 s.
West Points ... ... $52 b.

COTTON MILLS.
Ewo Cottons ... ... T. 580 n.
Kung Yiks ... ... T. 52 n.
Laou Kung Mows ... —
Orientals ... ... T. 168 n.
Shanghai Cottons ... T. 270 n.
Yangtzepoos ... ... T. 30 n.

MISCELLANEOUS.
Cements ... ... $3.20 b.
China-Borneos ... ... —
China Lights, Old $7½ & New $5.40 n.
China Providents ... ... $7½ n.
Dairy Farms, ... $20½ b.
H. K. Electrics ... ... $18½ b.
Macao Do. ... ... $30 n.
Hongkong Ropes ... ... $23 n.
Hongkong Tramways ... ... $7 sa.
Peak Tramways (Old) ... $43.1 b.
Do. (New) ... ... $0.60 n.
Steam Laundries ... ... $4½ b.
H. K. Steel Foundry ... ... $10 s.
Water-boats ... ... $14½ b.
Watsons ... ... $8.90 b.
Wm. Powells ... ... $18½ b.
Wisseman's ... ... $31 b.

EXCHANGE.

Hongkong, September 23, 1920.

On London—	
Bank, Wire	4/-3/32
„ On demand, ...	4/-3/32
„ 30 days' sight, ...	4/-3/32
„ 4 months' sight, ...	4/-1/16
Credits, 4 months' sight ...	4/-5/32
Documentary 4 months' sight	4/-5/32
On Paris—	
On demand, ...	—
Credits, 4 months' sight, ...	1180
On New York—	
On demand, ...	—
Credits, 60 days' sight ...	77½
On Bombay—	
Wire, ...	nom.
On demand	—
On Calcutta—	
Wire, ...	nom.
On demand	—
On Singapore—	
On demand	185½
On Manila—	
On demand, ...	168 n.
On Shanghai—	
On demand	—
20 days' sight (private paper)	—
On Yokohama—	
On demand, ...	147
Gold Leaf, 100 fine (per tael)	34.80
Sovereigns (Bank's buying rate)	$4.55 n.
Silver (per oz.)	—

SUBSIDIARY COINS.

Hongkong 50 cents sub ...	¼ dis.
„ 10 „ ...	¼ dis.
„ 5 „ ...	½ % dis.
Chinese coins ...	12½ % dis.
Bar Silver in Hongkong	12 % pm.
Chinese Copper Cash ...	4 % pm.
Chinese Copper Cents ...	—
Rate of Native interest ...	7 % p.a.
Chinese Sub. Coin ...	12½ % dis.
Hongkong Sub. Coin ...	par.

WEATHER REPORT.

Sept. 23d. 11.[illegible] No returns from Japan and Indo-China.

Pressure has decreased considerably at Vladivostock, and increased moderately at Weihaiwei: other changes are slight. The typhoon of the China Sea has entered the coast and is filling up: the typhoon of the Pacific is situated in Lat. 18° N. Long. 132° E., moving W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day 1·33 inch. Total since January 1st. 92·73 inches, against an average of 78·73 inches.

Forecast for the 24 hours ending at noon on September 24th.

1.—Hongkong to Gap Rock. E. and N.E fresh: to cloudy, occasional rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 23, 1920.—a.m.

Station	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vladivostock	6 a.	29.80	57	—	—	0	o
Gensuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Saha	"	—	—	—	—	—	—
Ishijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.[illegible]	72	94	NNW	2	o
Hankow	"	29.95	76	93	NW	1	o
Gap Pk.	7 a.	29.89	81	91	ENE	2	o
Amoy	6 a.	29.88	78	78	WNW	4	b
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.87	77	85	E	4	o
Taichu	"	29.85	75	—	SSW	2	b
Tainan	"	30.32	75	—	E	2	b
Koshun	"	29.85	79	—	NNW	4	o
Pescadores	"	29.88	79	—	—	0	b
Canton	"	—	—	—	—	—	—
Hongkong	"	29.84	76	91	E	3	bp
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.81	79	93	NE	4	o
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.	29.75	75	94	—	0	o
Dagupan	"	29.73	79	89	NW	1	o
Manila	"	29.78	75	94	—	0	o
Legaspi	"	—	—	—	—	—	—
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.72	75	89	W	2	o
Surigao	"	—	—	—	—	—	—
Guam	4.30	29.72	—	—	SE	1	r
Labuan	6 a.	29.76	76	91	SW	1	r

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 23, 1920.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew, wet.
7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 6 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 2 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

September 24 to 30, 1920.

		High Water		Low Water	
Day of Week	Day of Month	Hongkong Mean Time	Height	Hongkong Mean Time	Height
		h m	feet	h m	feet
Fri.	24	m 6 21	6.4	m 0 25	4.4
		8 6 a	6.3	1 30 a	2.3
Sat.	25	m 7 5	6.5	m 1 12	4.0
		8 19 a	5.8	2 5 a	2.2
Sun	26	m 7 51	6.6	m 1 52	3.5
		8 7 a	6.0	2 35 a	2.2
Mon.	27	m 8 33	6.9	m 2 21	3.6
		9 0 a	6.3	3 6 a	2.2
Tues	28	m 9 15	7.0	m 2 9	3.5
		9 27 a	6.8	3 26 a	2.4
Wed.	29	m 9 58	6.8	m 2 48	3.1
		9 57 a	7.1	4 5 a	2.6
Thur.	30	m 10 43	6.6	m 4 23	1.6
		10 23 a	7.4	4 35 a	2.9

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.80	29.84	29.80
Temperature	86	85	84
Humidity	74	91	76
Direction of Wind	E	E	E
Force	4	3	4
Weather	o	pp	o
Rain	0.18	0.10	0.73

Highest open air Temperature on the 22nd: 86
Lowest open air Temperature on the 23rd: 78

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 23, 1920.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AMERICAN PORTS.

VANCOUVER.

Sept. 23.—W. L. West Ivan.
25.—W. L. Eastern Mariner.
27.—O. S. K. Arabia Maru.
Oct. 10.—W. L. Maquan.
15.—D. L. Melville Dollar.
21.—C. P. O. S. Empress of Russia.
25.—D. L. Harold Dollar.
28.—C. P. O. S. Monteagle.
Dec. 16.—C.P.O.S. Empress of Russia.
31.—C.P.O.S. Monteagle.
Jan. 13.—C. P. O. S. Empress of Asia.
19.—C. P. O. S. Empress of Japan.
Feb. 10.—C P. O. S. Empress of Russia.

VICTORIA.

Sept. 23.—W. L. West Ivan.
25.—W. L. Eastern Mariner
27.—O. S. K. Arabia Maru.
30.—N. Y. K. Katori Maru.
31.—C.P.O.S. Methven.
Oct. 10.—W. L. Maquan.
14.—N. Y. K. Tajima Maru.

SEATTLE.

Sept. 25.—W. L. West Ivan.
25.—W. L. Eastern Mariner.
27.—O. S. K. Arabia Maru
27.—S. & D. West Himrod.
30.—N. Y. K. Katori Maru.
Oct. 5.—R. F. Tyndareus.
10.—W. L. Maquan.
14.—N. Y. K. Tajima Maru.
20.—B. F. Teucer.
Nov. 16.—R. F. Ixion.
Dec. 3.—R. F. Talthybius.
24.—B. F. Tyndareus.
Jan. 14.—B. F. Teucer.

TACOMA.

Sept. 25.—W. L.
25.—[illegible]

SAN FRANCISCO.

Sept. 24.—C. M. S. China.
27.—S. & D. West Himrod.
30.—T. K. K. Korea Maru.
30.—S. & D. Elkhorn.
Oct. 6.—D. L. West Hepburn.
8.—P. M. S. Colombia.
12.—T. K. K. Siberia Maru.
15.—D. L. West Ira.
28.—T. K. K. Tenyo Maru.
31.—C. M. S. Nanking.
Nov. 6.—C. M. S. Nile.
23.—N. Y. K. Shinyo Maru.
Dec. 2.—T. K. K. Persia Maru.

LOS ANGELES.

Oct. 13.—L.A.P.N. Vinita.
Nov. 4.—L.A.P.N. West Hixton.
Dec. 1.—L.A.P.N. West Montop.

VALPRAISO.

VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE).

Nov. 9.—T. K. K. Seiyo Maru.
Jan. 10.—T. K. K. Kiyo Maru.

CUBA.

Sept. 29.—S. & D. Chipchung.

NEW YORK.

(VIA PANAMA.)

Oct. 10.—S. T. Celtic Prince.
15.—A. L. Eldena.
15.—D. L. Melville Dollar.
25.—D. L. Harold Dollar.
Nov. 8.—O. S. K. Sumatra Maru.
15.—A. L. City of Joliet.
24.—B. F. Tydeus.

(VIA SUEZ.)

Oct. 5.—B. F. City of Dunkirk.
12.—N. Y. K. Morioka Maru.
Nov. 10.—A. & O. General Church.
Dec. 3.—B. F. City of Agra.
20.—B. F. Romeo.

BOSTON.

Oct. 5.—B. L. City of Dunkirk.
Dec. 3.—B. F. City of Agra.
20.—B. F. Romeo.

DURBAN AND CAPETOWN.

(VIA BUENOS AIRES, RIO DE JANEIRO, SANTOS AND MAURITIUS.

Nov. 2.—O. S. K. Canada Maru.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Oct. 3.—L. T. (D. & Co.) Hungaria.
Nov. 7.—L. T. (D. & Co.) Africa.

GENOA.

Sept. 26.—G. & S. Glenariffe.
Oct. 5.—B. F. Titan.
Nov. 2.—B. F. Peleus.
Dec. 20.—B. F. Demodocus.

MARSEILLES.

Sept. 25.—P. & O. Khiva.
25.—M. M. Paul Lecat.
Oct. 3.—N. Y. K. Tottori Maru.
5.—B. F. Titan.
8.—P. & O. Nankin.
10.—M. M. Armand Behic.
12.—B. F. Eurypylus.
22.—P. & O. Kashgar.
22.—N. Y. K. Wakasa Maru.
26.—B. F. Telamon.
Nov. 2.—B. F. Idomenens.

LONDON.

Sept. 25.—P. & O. Khiva.
26.—G. & S. Glenariffe.
28.—O. S. K. Atlas Maru.
Oct. 4.—N. Y. K. Tamba Maru.
8.—P. & O. Nankin.
8.—B. F. Stentor.
10.—S. L. Carnarvonshire.
12.—B. F. Heleus.
15.—E. L. Matoppo.
15.—N. Y. K. Mishima Maru.
16.—O. S. K. Argun Maru.
19.—B. F. Teiresias.
21.—B. F. Keemun.
22.—P. & O. Kashgar.
25.—S. L. Pembrokeshire.
30.—P. & O. Alipore.
22.—N. Y. K. Dakar Maru.
31.—B. F. Jason.
Nov. 12.—P. & O. Novara.
15.—E. L. City of Naples.
16.—B. F. Elpenor.
23.—B. F. Atreus.
26.—P. & O. Nellore.
Dec. 7.—B. F. Agapenor.
10.—P. & O. Somali.
17.—P. & O. Devanha.
31.—P. & O. Sicilia.
Jan. 21.—P. & O. Plassy.

HAVRE.

Oct. 12.—B. F. Eurypylus.
Nov. 2.—B. F. Peleus.
9.—B. F. Idomeneus.

LIVERPOOL.

Oct. 3.—N. Y. K. Tottori Maru.
3.—B. F. Eurypylus.
10.—B. F. Titan.
19.—B. F. Peleus.
22.—N. Y. K. Wakasa Maru.
Nov. 2.—B. F. Telamon.
3.—B. F. Idomeneus.
9.—B. F. Antilochus.
30.—B. F. Telemachus.
Dec. 7.—B. F. Orestes.
14.—B. F. Memnon.
20.—B. F. Demodocus.

ANTWERP.

Sept. 28.—O. S. K. Atlas Maru.
Oct. 15.—N. Y. K. Mishima Maru.
18.—O. S. K. Argun Maru.
19.—B. F. Teiresias.
Nov. 23.—B. F. Elpenor.
Dec. 7.—B. F. Agapenor.

ROTTERDAM.

Oct. 18.—B. F. Teiresias.
21.—J. C. J. L. Tjimanoek.
26.—G. & S. Glenariffe.
29.—N. Y. K. Dakar Maru.
Nov. 16.—B. F. Elpenor.
Dec. 20.—J.C.J.L. Alchiba.

AMSTERDAM.

Oct. 8.—J.C.J.L. Baarn.
12.—B. F. Idomeneus.
12.—B. F. Helenus.
21.—B. F. Keemun.
31.—B. F. Jason.
Nov. 23.—J.C.J.L. Kangean.
22.—B. F. Atreus.
Jan. 21.—J.C.J.L. Borneo.
Dec. 7.—B. F. Agapenor.

HAMBURG.

Sept. 28.—O. S. K. Atlas Maru.
Oct. 8.—J.C.J.L. Baarn.
12.—B. F. Idomeneus.
12.—B. F. Helenus.
16.—O. S. K. Argun Maru.
21.—B. F. Keemun.
21.—J.C.J.L. Tjimanoek.
29.—N. Y. K. Dakar Maru.
31.—B. F. Jason.
Nov. 22.—J.C.J.L. Kangean.
23.—B. F. Atreus.
Dec. 20.—J.C.J.L. Alchiba.
Jan. 21.—J.C.J.L. Borneo.

PASSENGERS.

ARRIVALS.

Per s.s. "Haihong," yesterday:—Miss L. Callacao, Miss S. Flanikin, Miss A. McLellan, Mrs O. Johnson, and Mrs J. A. Thorn.

Per s.s. "Teiresias," yesterday:—Mr Ley, Mrs Coppin, Mr Lewis, Dr and Mrs Forsyth, Dr and Mrs Thompson, Miss Patterson, Mr R. Hall, Dr J. O. C. Donelan, Mrs Higgins, Mr and Mrs Burkett, Mr J. A. Crook, Mrs A. T. Wyyard-Wright, Mr D. R. Daniels, Mrs Craig, and Mr and Mrs Staveley.

Per s.s. "Katori Maru," yesterday:—Rev R. T. Capen Miss M. Chapin, Miss A. J. V. Nally, Mrs M. L. Kendall, Miss L. Kendall, Miss M. E. Kendall, Mr W. J. Mougey, Mrs W. Mougey, Miss J. Mougey, Master W. J. Mougey, Mrs E. Dobinson, Mr C. M. Ede, Mrs G. Ede, Miss E. M. Williams, Mrs M. Bisney, Mr W. E. Iles, Mr W. Chatham, Mrs W. R. M. Chatham, Mr G. Grimble, Mrs F. Grimble, Miss D. Grimble, Mr E. F. C. Danenberg, Mrs C. Danenberg, Miss L. Morgan, Mr H. J. Lobes, Com J. Hay, Mr A. S. Sorensen, Mrs S. S. Sorensen, Miss G. S. Sorensen, Miss K. S. Sorensen, Miss F. S. Sorensen, Major J. Condon, Mr J. P. Kearny, Mr E. Park, Mr S. Platt, Rev and Mr J. Smale, Mrs J. Hargrove, Miss E. L. Southworth, Rev J. T. Taylor, Miss E. E. Ward, Mr L. T. Man, Mrs T. S. Kee, Master H. Yakimoff, and Miss A. Harrison.

Per s.s. "Korea Maru" yesterday:—Mrs M. E. Aimon, Dr and Mrs G. P. Baity, Miss K. A. Bosander, Mrs C. E. F. Baldwin, Mr and Mrs L. H. Cole, Mrs E. M. Campbell, Mr and Mrs Chas C. Connolly, Mr H. L. Decker, Mrs E. R. Dunn, Rev and Mrs E. F. Evemeyer, Mr and Mrs C. V. Foulds, Mr James C. Frewin, Mrs L. S. Fanlo, Miss P. Fanlo, Miss F. Fanlo, Miss C. Fanlo, Mr Felix Fanlo, Mrs E. P. Goodman, Miss M. Goodman, Mr F. A. Garcia, Mr and Mrs J. W. Ham, Mr and Mrs F. J. Hewes, Mr C. S. Ham, Mrs M. M. O. Hair, Mrs L. M. Johnston, Mr R. Q. Javier, Mrs L. P. Knight, Mr R. De Kat, Mr J. A. Lansing, Mrs R. W. Levy, Miss Claire Morgan, Mr and Mrs G. W. Marshall, Miss E. K. Marshall, Mr C. Nopper, Mr and Mrs Ottoly, Mr and Mrs W. E. Parker, Mr and Mrs A. L. Picard, Mrs D. J. Penning, Mr and Mrs J. T. Padgitt, Mr and Mrs H. N. Rainey, Miss M. Rainey, Mr R. S. Rogers, Mr C. J. Rudolph, Mr J. J. Russell, Mr A. L. Ryan, Miss Helen Sloan, Miss H. E. Sloan, Mr and Mrs J. F. Steiner, Mr and Mrs E. F. Strecker, Miss M. Strecker, Miss O. Strecker, Mr and Mrs C. E. Stamp, Miss Helen Stamp, Major W. H. Sullivan, Mr T. Tring, Mr G. Vermeer, Mrs L. B. Walters, Mr L. J. Wassenaar, Mr and Mrs J. E. Wick, Miss I. M. Walch, Mr T. H. Wright, and Capt C. M. Wood.

POST OFFICE.

Telegraphic Communication with Gap Rock is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FRIDAY, September 24.
Shanghai—Per SZECHUEN.
Shanghai—Per KHIVA.

SATURDAY, September 25.
Japan—Per TANDA.

MONDAY, September 27.
Calcutta—Per KIRIN MARU.

WEDNESDAY, September 29.
Straits—Per KITANO MARU.

FRIDAY, October 1.
Japan and Shanghai—Per TAJIMA MARU.

OUTWARD MAILS.

THURSDAY, September 23.
Pakhoi and *Haiphong—Per KAIPING, 5 p.m.

FRIDAY, September 24.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America & *EUROPE via SAN FRANCISCO — Per CHINA Registration 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, 1 p.m.
Philippine Islands—Per TAKSANG, 2 p.m.
*Japan via Yokohama — Per TJIMANOOK, 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Bombay, Aden, Egypt and *EUROPE via MARSEILLES — Per KHIVA. Registration 5 p.m. Letters 5 p.m.

SATURDAY, September 25.
Pakhoi and Haiphong—Per KAIFONG, 8 a.m.
Straits, Bangkok, Calcutta and *ADEN—Per KWAISANG, 2 p.m.
Shanghai and North China—Per YINGCHOW, 3 p.m.
Amoy and *Philippine Islands — Per TAMING, 3 p.m.
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLES — Per PAUL LECAT Registration 2.45 p.m. Letters 3.30 p.m.
Swatow, *Shanghai and *North China—Per KWONGSANG, 5 p.m.

MONDAY, September 27.
Philippine Islands, Formosa via Keelung, *Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, *Central & South America and *EUROPE via VICTORIA, B.C.—Per ARABIA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

TUESDAY, September 28.
*Swatow and *Bangkok—Per LUCHOW, 9 a.m.
Amoy, *Shanghai and *North China—Per SZECHUEN, 9 a.m.
Swatow, Amoy and Foochow—Per HAILOONG, 1 p.m.

WEDNESDAY, September 29.
Weihaiwei, Chefoo and Tientsin—Per KUEICHOW, 3 p.m.

THURSDAY, September 30.
Philippine Islands, Formosa via Keelung, *Shanghai, *North China *Japan via Nagasaki, Canada, United States, Central and South America and *EUROPE via VICTORIA, B.C. — Per KATORI MARU, 10 a.m.
*Shanghai and *North China—Per SINKIANG, 10 a.m.
*Shanghai, *North China and *Japan via Kobe—Per KITANO MARU, 10 a.m.
Shanghai, North China, and Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO — Per KOREA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

*Correspondence bearing vessel's name only.

TO-DAY'S CABLES.

(*Reuter's Service to the China Mail.*)

FRENCH PRESIDENCY.

M. DESCHANEL'S MESSAGE OF RESIGNATION.

"INFINITELY PAINFUL STEP."

PARIS, September 21.

A message from M. Deschanel resigning the Presidency was read simultaneously in the Chamber of Deputies and the Senate to-day. The ceremony lasted half an hour.

The message says: "My state of health no longer allows me to assume the high functions with which your confidence has invested me, and the absolute necessity which is imposed upon me to take a complete rest renders it my duty no longer to delay in informing you. The decision which I have been compelled to take is infinitely painful, and it is with a deep heart pang that I renounce the noble task of which you judged me worthy."

The President of the Chamber expressed the Chamber's sympathy with M. Deschanel, to which M. Millerand associated the sympathy of the Government. The Chamber and Senate meet at Versailles on Thursday for the election of a new President.

SURPRISE OF THE DAY.

The public galleries of the Chamber were crowded to hear M. Deschanel's message of resignation. When the President of the Chamber began reading the message everyone rose with the exception of the extreme Socialists and there was some shouting of "stand up!" but the Socialists remained firm and the hubbub soon subsided. The surprise of the day came when the message finished. Everyone expected that M. Millerand would proceed to the Tribune and organised demonstrations were about to break out, but suddenly the Premier was seen in the front row and it was then realised that the Premier had cleverly avoided anything which might have given the proceedings the character of a *coup de theatre*. M. Millerand only said a few words of sympathy on behalf of the Government and sat down amidst loud cheers.

M. MILLERAND AS CANDIDATE.

LONDON, September 21.

A Havas message states that new efforts are to be made to induce M. Millerand to stand as candidate. Acceptation certainly would be welcome to most political circles and would have almost the unanimous support of public opinion. From the newspaper comments the fact is emerging that M. Millerand's candidacy is gaining favour greatly in public opinion, also in political circles. The newspapers believe that M. Millerand will eventually wield such a powerful influence that election is now a settled matter. It is said that M. Briand is likely to succeed as Premier, and that the former President Poincare might well accept the Finances Department in the new Cabinet.

M. DESCHANEL'S CONDITION REPORTED WORSE.

PARIS, September 21.

The *Journal* states that M. Deschanel is confined to his chamber. It is persistently rumoured at Rambouillet where he is staying that his condition has become worse. Rigorous precautions are being taken to prevent the approach of visitors.

SIAMESE PRINCE IN ENGLAND.

LONDON, September 21.

The Siamese Prince Purachatra, who is touring the industrial centres of Britain, is going to Newcastle as the guest of the Lord Mayor. He visits Armstrong's works at Elswick.

NEW STEAMSHIP SERVICES.

POWERFUL AMERICAN COMPETITOR TO BRITISH SHIPPING.

EX-ENEMY SHIPS ACQUIRED.

LONDON, September 21.

The *Times* correspondent at New York reports that the United States Shipping Board has been asked to approve of the agreement between the United States Mail Steamship Co. and the North German Lloyd, and a similar recent agreement between the Harriman group and the Hamburg-Amerika Line. The Mail Steamship Co. recently acquired a fleet of 13 ex-German and ex-Austrian liners from the Shipping Board. It plans services from New York to Queenstown, Cherbourg, and Bremen, returning from Cherbourg and Southampton, also services from New York to Dover and Danzig, and from Boston to Queenstown, Cherbourg, and Bremen. It will be a powerful competitor to the Harriman Hamburg-Amerika Combination, also to British shipping.

AMERICAN MERCHANT MARINE ACT.

WASHINGTON, September 21.

It is understood that President Wilson has delayed denouncing the commercial treaties under the Merchant Marine Act affecting a score of countries in order to allow Congress to reconsider the law when it reassembles in October. The time for announcing the denouncement of the treaties expired on September 4.

Printed and Published for THE CONCERNED by GEORGE WILLIAM CLOSE BURKITT, Editor, No. 5, Wyndham Street, Hongkong.